Third Series, No.9

Thursday, February 20, 1964
Phalguna 1, 1885 (Saka)

LOK SABHA DEBATES

Seventh Session
(Third Lok Sabha)

सत्यमेव जयते

LOK SABHA SECRETARIAT

New Delhi

CONTENTS

No. 9.—*Thursday, February* 20, 1964/*Phalguna* 1, 1885 (*Saka*)

COLUMNS

Oral Answers to Questions—

*Starred Questions Nos. 205 to 209 and 211 to 217 1655—93

Short Notice Question No. 1 . 1693—1702

Written Answers to Questions—

Starred Questions Nos. 210 and 218 to 228 1702—10

Unstarred Questions Nos. 399 to 442 . . 1710—36

Calling Attention to Matter of Urgent Public Importance—

Indian repatriates from newly independent countries of Africa . 1736–37

Re : Motion for Adjournment . . . 1737—40

Papers laid on the Table . 1740—43

Estimates Committee—

Forty-fourth and Forty-fifth Reports . . 1743

Election to Committee 1743

Re : reply to Motion on Address by Vice-President discharging the functions of President . . . . . 1744—48

Railway Budget—General discussion . . . 1748—1862

Shri Nambiar . . . 1748—64

Shri Kapur Singh . 1765—87

Shri Hanumanthaiya . . 1787—97

Shri Bhagwat Jha Azad . 1797—1807

Shri R. S. Pandey . 1808—18

Shri U. M. Trivedi . . 1818—31

Shri Gauri Shankar Kakkar . 1832—40

Shri A. P. Sharma . . 1840—47

Shri Alvares . 1860—62

Re : Motions for Adjournment and Calling Attention Notices—

Alleged requisitioning of troops and curfew in Shillong . . 1847—59

Message from Vice-President discharging the functions of President 1859

Re : missing I.A.F. aircraft 1859–60

*The sign + marked above the name of a Member indicates that the question was actually asked on the floor of the House by that Member.

LOK SABHA

Thursday, February 20, 1964/Phalguna 1, 1885 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Postponement of Third Plan Projects

\+

*205. **Shri Warior:**
Shri M. K. Kumaran:
Shri Daji:
Shri M. L. Dwivedi:
Shri N. R. Laskar:
Shri Rama Chandra Ulaka:
Shri Subodh Hansda:
Shri Sezhiyan:
Shri A. N. Vidyalankar
Shri J. N. Hazarika:
Shri Basumatari:

Will the Minister of **Planning** be pleased to state:

(a) whether it is a fact that the Planning Commission has to postpone some of the important projects from the Third Five Year Plan to the Fourth Plan;

(b) if so, which are those projects; and

(c) the reasons for such a decision?

The Deputy Minister in the Ministry of Labour and Employment and for Planning (Shri C. R. Pattabhi Raman): (a) The Planning Commission has not postponed any project but it is likely that some projects may not take a real start in the Third Plan.

(b) A statement giving the information is laid on the Table of the House.

Statement

Projects which would at best be only in the preliminary stages and would be carried forward substantially into the Fourth Plan are: Organic Intermediate Plant (Panvel), Phyto Chemical Plant (Kerala), Basic Refractory Project (Bhilai), Heavy Structural Works and Heavy Plate and Vessels Works (Wardha), Precision Instrument Project (Kerala), Ball and Roller Bearing Project, Heavy Compressor and Pump Projects and Marine Diesel Engine Factory. Nothing has so far been done in regard to the Second Heavy Structural Works and the Second Heavy Plate and Vessels Works.

(c) The reasons are that the preliminary steps have taken more time than anticipated.

Shri Warior: How is it that out of the projects that have been postponed, more are in Kerala?

Shri C. R. Pattabhi Raman: The list contains the names of factories in Panvel, Bhilai, Wardha and other places, and only two are in Kerala.

Shri Warior: What are the specific reasons for postponing their taking up to the Fourth Plan? What are the impediments standing in the way of Government taking them up in the Third Plan period itself?

Shri C. R. Pattabhi Raman: There is no deliberate postponement of any project to the Fourth Plan period. But in a few cases the production is likely to start only in the Fourth Plan period because they cannot be completed in the Third Plan period. In a few other cases, a start could not be made so far because the technical and financial aspects are still under consideration. An indication of the projects of these two categories is given in the Mid-term Appraisal of the Third Plan.

Shri Daji: After the mid-term appraisal it has been found that the public sector projects are costing more than estimated. What steps are Government taking either to reduce the whole plan and reset the priorities or to find additional financial resources so that all the public-sector projects listed therein are completed? What is the decision of Government?

Shri C. R. Pattabhi Raman: There are so many aspects involved. The collaboration terms are always under study and as and when they take shape they will be considered by Government.

Shri Daji: Either my question, which is specific, is not understood or it is not replied to. The mid-term appraisal shows that some of the plans are incomplete and they will require additional financial commitment. Has the Government decided to increase the financial commitment and complete all the public-sector projects mentioned therein or are we going to change the priorities?

The Minister of Finance (Shri T. T. Krishnamachari): The position really is, want of internal resources or finances has never made us postpone any project. If it is a question of not finding foreign finance, we try to accommodate it as and when such foreign finance is available. Or, it may be certain other matters as in the case of Hindustan Organic Chemicals where there has been some kind of dispute with regard to the nature of the project with the collaborators. Never was a project postponed except for circumstances beyond our control and it is certainly not because Government has not found the internal finance for it.

Shri N. R. Laskar: May I know whether the delay is due to foreign collaboration not coming in time?

Shri C. R. Pattabhi Raman: It is not a question of their not coming in time. The terms have to be examined. In many cases we want more details. They are under constant study.

श्री यशपाल सिंह : क्या स्टेट गवर्नमेंट्स के मश्विरे से सरकार ने इस बात का ब्योरा लिया है कि कितनी परिजयोनायें बाकी रह जायेंगी और उनको किस क्राइटीरिया से फोथ प्लान में प्रायरिटी दी जाएगी ?

योजना मंत्री (श्री ब० रा० भगत) : इसकी जांच हो रही है। फोर्थ प्लान बन रहा है। वर्किंग ग्रुप्स बन रहे हैं और जांच हो रही है ।

Shri Sham Lal Saraf: May I know if these projects are drawn up without assessing the requirements by way of foreign exchange and technical know-how available within the country or outside and if so, how and in what way we can be assured that such projects can come to fruition within the Plan period?

Shri C. R. Pattabhi Raman: A study is being made with regard to the regional disparities and everything is being taken into consideration. They are constantly under study. Details of collaboration is one of the items.

श्री विश्राम प्रसाद : सोशल वेलफेयर डिपार्टमेंट में

Shri Daji: The question asked was whether the Plan was drawn up without considering the future requirements.

Mr. Speaker: How could it be that without considering the fture requirements it was drawn up?

Shri Daji: The hon. Minister has said that where there is any difficulty of foreign exchange, we have to give up the project. The question whether the plan was drawn up without securing guarantee of foreign exchange is therefore legitimate; but the reply is absolutely different.

Mr. Speaker: Does the hon. Member expect that the answer would be that without having an assessment it was drawn up?

Shri Daji: It seems so when the hon. Finance Minister says so.

श्री विश्राम प्रसाद : सोशल वेलफेयर डिपार्टमेंट में ढोलक और मजीरे का बहुत बड़ा स्टाक है और इस डिपार्टमेंट से जनता का कोई खास फायदा भी नहीं हुआ है । इसके बजट में भी क्या कोई कमी हुई है या वह उसी तरह से चल रहा है ?

अध्यक्ष महोदय : एक-एक प्राजेक्ट को इस तरह से नहीं लिया जा सकता है ।

Shri Ramanathan Chettiar: In view of the likelihood of a cut in our foreign aid specially from the United States may I know how many of the projects that are dependent upon the United States aid will be affected?

Shri C. R. Pattabhi Raman: That cannot be answered. It is not as if any project is tied to one country as such.

Shrimati Savitri Nigam: What are the specific reasons for dropping the Second Heavy Structural Works and the Second Heavy Plate and Vessel Works?

Mr. Speaker: I have already disallowed one such question. I cannot go into particular projects at this moment.

Shrimati Savitri Nigam: It is mentioned in the statement. I want to know whether it is going to be taken up in the Fourth Plan or not and the specific reasons for dropping it because these plates are very much required.

Shri C. R. Pattabhi Raman: In every case the various details have to be got at; the collaboration terms have to be examined—so many details are there.

Industrial Finance Corporation

\+

*206. { **Shri Bhagwat Jha Azad:** **Shri P. C. Borooah:**

Will the Minister of **Finance** be pleased to state:

(a) whether Government have decided to give the Industrial Finance Corporation a substantial amount from U.S. Aid rupee funds; and

(b) if so, how much?

The Minister of Planning (Shri B. B. Bhagat): (a) and (b). Amongst the various sources for augmenting the resources of the Corporation, Government granted a loan of Rs. 10 crores during the Second Plan period and got the sum reimbursed from P.L. 480 funds, after the Corporation had drawn the loan fully. It has now been decided by Government to grant a further loan of Rs. 10 crores to the Corporation during the remaining period of the Third Plan, also reimbursable from the same funds.

Shri Bhagwat Jha Azad: My question was very specific and the reply given is a general one, namely, that the Government has been granting in the past as also in the present. I wanted to know whether any amount has been granted to the Industrial Finance Corporation from the U.S. Aid rupee funds. Why this general answer?

Shri B. R. Bhagat: It is a very specific answer. I said that Rs. 10 crores were given in the Second Plan and Rs. 10 crores are being given in the Third Plan.

Mr. Speaker: Is it from the U.S. Aid rupee funds?

Shri B. R. Bhagat: The arrangement is that the loan is given by the Government of India and later on it is reimbursed by the P.L. 480 funds to the Government of India. That is the answer and it is very specific.

Shri Bhagwat Jha Azad: May I know whether in giving this loan to this Corporation any condition had been attached by Government for any particular use or Government has been asked by the U.S. Government to put any such restriction?

Shri B. R. Bhagat: No conditions are attached.

Shri Daji: What are the terms and conditions of this loan of Rs. 10 crores given previously and of the present one as regards interest charges and repayment?

Shri B. R. Bhagat: The interest charge varies between 4 and 5 per cent and it is repayable in 73 six-monthly instalments.

Shrimati Sharda Mukerjee: I would like to know whether the Industrial Finance Corporation is authorised to negotiate for loans on its own from the World Bank and other loaning agencies or whether the Government gives the money to the Corporation. Is it negotiated only by Government or by IFC directly?

Shri B. R. Bhagat: By both. They negotiate directly also; but all such loans are guaranteed by Government.

Conference of State Ministers of Irrigation and Power

\+

*287. **Shri Vishram Prasad:**
Shri P. C. Borooah:
Shri Dhaon:
Shri Bishanchander Seth:
Shri B. P. Yadava:
Shri R. G. Dubey:
Shri Jedhe:
Shri Sarjoo Pandey:
Shri Bibhuti Mishra:
Shri S. N. Chaturvedi:

Will the Minister of **Irrigation and Power** be pleased to state the subjects discussed, observations made and decisions taken at the conference of State Ministers of Irrigation and Power held in the first week of January, 1964?

The Minister of Irrigation and Power (Dr. K. L. Rao): A statement is laid on the Table of the House. [*Placed in Library. See* No. Lt-2350/64].

श्री विश्राम प्रसाद : सिंचाई के बारे में जो मीटिंग हुई थी उस में पूर्वी उत्तर प्रदेश में सिंचाई के लिए जो पानी ट्यूबवल्ज से देने के पैसे ज्यादा चार्ज किये जाते हैं, उस के विषय में भी कोई बातचीत हुई थी ?

Dr. K. L. Rao: The hon. Minister from UP was present and there was a general discussion about the various items that I have mentioned in the statement. Eastern UP was also mentioned.

श्री विश्राम प्रसाद : जो आजकल कैनाल्ज और ट्यूबवैल्ज से पूरी-पूरी सिंचाई नहीं हो पाती है, इसके बारे में भी कोई विचार हुआ था ?

Dr. K. L. Rao: There was no specific discussion about tubewells, but if the hon. Member gives me whatever he has got to say, I shall enquire into it.

Shri Lahri Singh: May I know whether the sinking of deep tubewells was discussed there because there is need for sinking of deep tubewells throughout the country?

Dr. K. L. Rao: That subject was not discussed specifically.

Mr. Speaker: Is there any record of the discussion held?

Dr. K. L. Rao: There is a record of discussion. I have given a complete summary of the discussions that have taken place.

Shri P. Venkatasubbaiah: May I know whether in this Conference any specific request has been made by the Andhra Pradesh Government to take over the Nagarjunasagar project because of the huge financial liability to the State Government?

Dr. K. L. Rao: This kind of a request that the major irrigation projects may be assisted by the Centre

was stressed by a number of States including Andhra Pradesh.

Shri Hari Vishnu Kamath: The statement laid on the Table says: The Conference was of the view that a policy decision should be taken on the need for taking over large projects in the States by the Centre in the larger interests of the country. May I know whether the Tawa multi-purpose project in Madhya Pradesh has been in the doldrums for some time and whether any decision has been taken to revive it and infuse some life and vigour into it by taking it over?

Dr. K. L. Rao: It is true what the hon. Member has said. The Tawa project is one of our useful and good projects and long overdue for execution. Steps are being taken to find sufficient finance for executing the work as quickly as possible.

श्री शिव नारायण : क्या यह सही है कि इस कान्फ्रेन्स में लघु सिंचाई योजना के विषय में भी कोई बातचीत हुई है, और सरकार ने उसके वास्ते क्या इन्तजाम किया है ?

Mr. Speaker: Can't the Minister lay a statement on the Table or refer to some document where it might be known to the Members as to what has been discussed and what decisions have been taken?

Dr. K. L. Rao: I have laid the statement on the Table giving complete details. In fact, the statement is a bit long. If the hon. Members have got any specific points about any further details, I shall give them.

Mr. Speaker: What is contained in the statement need not be repeated.

Shrimati Savitri Nigam: May I know whether the hon. Minister has made concrete efforts to remove the shortage of power in Uttar Pradesh and whether the grid system which he is intending to finalise is going to take several months or it is going to be done very shortly?

Dr. K. L. Rao: This is one of the steps that have been discussed at length about the power shortage in U.P. and some other States. Every effort is being made to establish the grid as early as possible. It will take about two years.

Shri N. R. Laskar: I would like to know whether any discussion was held regarding the taking up of the Barak project.

Dr. K. L. Rao: This question refers to the meeting held in the first week of January. The Barak project pertains to the Central Flood Control Board meeting which was held subsequently in the third week of January. That is why it has not been taken into consideration.

Shri Bade: May I know whether any discussion about the Narmada valley project was held in this Conference? There are reports in the papers that this project is lying in the cold storage.

Dr. K. L. Rao: There was no specific discussion regarding the Narmada valley project. But there was the general discussion about the projects and the Narmada river project cannot be left in the cold storage as it is one of our most important rivers and it is very necessary for us to take up early the development of this river.

Shri U. M. Trivedi: I would like to know whether this question of Kadana project, on Mahi river, was discussed about its being reopened for the purpose of carrying it out or whether it is being shelved for all times to come in view of the fact that lakhs of rupees have been spent over it and it is lying waste over the colony that exists there.

Dr. K. L. Rao: The project was not specifically discussed. But it is rather difficult to state when the project will

be taken up because the alternative methods of feeding the Mahi Canal system from other sources is under consideration.

Development of Nagaland

+

*288. { Shri Vishwa Nath Pandey: Shri B. P. Yadava: Shri Dhaon: Shri Bishanchander Seth:

Will the Minister of **Planning** be pleased to state:

(a) whether it is a fact that Nagaland Government have formulated a Plan for the development of the State and have forwarded it to the Planning Commission;

(b) if so, the reactions of the Planning Commission thereto; and

(c) the amount that will be spent on the plan and whether Central assistance has been asked for, for the implementation of this Plan?

The Deputy Minister in the Ministry of Labour and Employment and for Planning (Shri C. R. Pattabhi Raman): (a) Yes, Sir.

(b) Planning Commission has considered the revised Plan proposed by the Government of Nagaland.

(c) On the basis of the Annual Plan approved for 1964-65, the outlay during 1961—66 amounts to Rs. 884 lakhs. The provision on account of the Annual Plan outlay is made in the Central Budget.

श्री विश्वनाथ पाण्डेय : मैं जानना चाहता हूं कि नागालैंड में जो मीन्स आफ कम्यूनिकेशन की कमी है उसके विकास के लिये क्या योजना बनाई गई है ।

Shri C. R. Pattabhi Raman: I may tell the hon. Member that Nagaland area was really the Naga Hills-Tuensang area on 1st December, 1957. A separate administrative unit was there for this area at that time. Certrain portion of the Tuensang area of NEFA, Kohima and certain portions of Assam had been included in this division. At the time of the formulation of the Third Plan, there was no Nagaland. The proposal was received from the NHTA as it was then called before it had attained full Statehood.

Shri Sham Lal Saraf: May I know whether any industrial and mineral survey has been conducted in the area, and if so, whether any industrial and mineral projects have been included in the development plans?

Shri C. R. Pattabhi Raman: The studies have included six or seven items. All the time, newer studies are being undertaken.

Shri Swell: May I know whether the regrouping of villages in Nagland, for which a sum of Rs. 6 crores or so has been sanctioned is a part of the plan for Nagaland, and how far that regrouping plan has progressed, or whether it has been abandoned?

Shri C. R. Pattabhi Raman: Actually, no change has been made so far as the Plan outlay for Nagaland is concerned. The State of Nagaland came into existence on 1st December, 1963.

श्री विश्राम प्रसाद : मैं यह जानना चाहता हूं कि नागालैंड के लिये जो प्लैन बनाई गई है वह जो सारे हिन्दुस्तान की प्लैन है उसी तरीके पर बनाई गई है या उसमें कुछ डिफरेंस है ।

Shri C. R. Pattabhi Raman: As far as I could understand, the same pattern of development is envisaged.

श्री शिव नारायण : मैं यह जानना चाहता हूं कि जो मीन्स आफ कम्यूनिकेशन हैं उनके बारे में गवर्नमेंट ने क्या इन्तजाम किया है ।

Shri C. R. Pattabhi Raman: Actually, means of communication is a difficult item, and it is receiving special attention.

Water Supply in Delhi

\+

*209. { **Shri Yashpal Singh:** **Shri Dhoan:** **Shri B. P. Yadava:**

Will the Minister of **Health** be pleased to refer to the reply given to Starred Question No. 102 on the 21st November, 1963 and state:

(a) whether the Expert Committee has collected data regarding the distribution system of the Delhi Water Supply and submitted the report to Government;

(b) if so, the details thereof; and

(c) the action taken thereon?

The Deputy Minister in the Ministry of Health (Dr. D. S. Raju): (a) Yes, Sir. The basic data has been collected. The report of the Expert Committee is, however, awaited.

(b) and (c). Do not arise.

श्री यशपाल सिंह : क्या सरकार को यह पता है कि साउथ ऐवेन्यू में आठ आठ घंटे गुजर जाते हैं और पानी बन्द रहता है। इस कमी को दूर करने के लिए सरकार क्या कर रही है ।

स्वास्थ्य मंत्री (डा० सुशीला नायर) : साउथ ऐवन्यू में किसी दिन ऐसा कोई हादसा हो गया होगा, कुछ रोजमर्रा इस तरह की चीज .....

कुछ माननीय सदस्य : रोजाना ।

श्री बागड़ी : मिनिस्टरों की कोठियों में नहीं होता है और सब जगह होता है ।

डा० सुशीला नायर : रात को पानी बन्द किया जाता है चन्द घंटों के लिये, बाकी तो पानी वहां रहता है । प्रेशर बहुत कम होने की वजह से हो सकता है कि ऊपर की छत में पानी न जाता हो ।

कुछ माननीय सदस्य : नीचे भी नहीं मिलता ।

डा० सुशीला नायर : लेकिन उसके लिये भी एक स्पेशल पम्प का इन्तजाम किया गया है और मुझे विश्वास दिलाया गया है कि मेम्बर्स आफ पार्लियामेंट को पानी के बारे में कोई शिकायत न हो इसके लिये जल्दी से जल्दी इन्तजाम किया जायेगा ।

श्री यशपाल सिंह : क्या सरकार ने यह गौर किया है कि खाली यमुना का पानी काफी नहीं है जिससे शहर को पानी सप्लाई किया जा सके । तो क्या ट्यूबवेल लगाने की भी कोई योजना है ।

डा० सुशीला नायर : शाहदरा के इलाके में कुछ ट्यूब वेल्स लगा कर १५ क्यूसेक्स पानी हासिल करने की योजना है ।

Shri Kapur Singh: May I know whether apart from the South Avenue difficulties, pending the receipt of the report of this committee which has been oppointed, any *ad hoc* steps are proposed to be undertaken to safeguard against periodical summer water scarcity in the whole city of Delhi this year?

Dr. D. S. Raju: I would like to inform the hon. Member that a new treatment plant at Wazirabad is coming up very soon. In about two or three months' time, and most likely by the end of June, it is expected to give another 10 million gallons more. By the middle of next year, 40 million gallons will be available to augment the water supply of Delhi.

Shri Kapur Singh: I am talking of this year, not of next year.

Shrimati Savitri Nigam: Though it is a fact that water supply has improved quite a bit, what revelations were made by the surveys mentioned by the hon. Minister, what are the main points there, how are we going to have pure water supply here and how long will it take?

Mr. Speaker: Whether, what, how and how long—so many questions should not be clubbed together.

Shri Shashi Ranjan: The question of pure water supply has been raised. Is impure water also supplied?

Mr. Speaker: Order, order.

Dr. Sushila Nayar: If the hon. Member likes, I will be glad to receive her and she can sit with me and read through the interim report. It is a long report.

Mr. Speaker: Is the invitation only to the lady Member or to other Members also?.....

An Hon. Member: There is no reply to your question, Sir.

श्रीअचल सिंह : क्या मंत्राणी जी यह बताएंगी कि दिल्ली स्टेट को जो पजाब ने ५०० क्यूसेक्स पानी देने को कहा था वह मिला या नहीं मिला ?

डा० सुशीला नायर : श्रीमन्, उस में से कुछ मिला है । इस ५०० क्यूसेक्स में से कुछ उत्तर प्रदेश को भी देना है । आशा है दोनों दे देंगे ।

Shri A. P. Sharma: The hon. Minister has said that special care will be taken for supply of water to MPs. What about other citizens of Delhi?

Mr. Speaker: She has said that.

Dr. Sushila Nayar: For other citizens, we are doing everything possible. But Members of Parliament are very special citizens. We have to take special care of them.

Shri Hari Vishnu Kamath: That is not correct. Are they VIPs or VVIPs.

Family Planning Accessories

*211. **Shri Yashpal Singh:** Will the Minister of **Health** be pleased to state:

(a) the steps Government propose to take for the manufacture of Family Planning accessories in India; and

(b) by what time the country will have self-sufficiency in this regard?

The Deputy Minister in the Ministry of Health (Dr. D. S. Raju): (a) The Government of India have issued licences to the private manufacturers for the production of 92.55 million numbers of rubber contraceptives per annum. Three more schemes have also been approved with a combined capacity of 242.98 million pieces per annum, 41.4 million foam tablets per annum and 0.46 milion tubes of contraceptive jellies and pastes per annum. The proposal to start manufacture in the Public Sector is under consideration.

(b) The country is self-sufficient in so far as production capacity of the chemical contraceptives is concerned. As regards rubber contraceptives, efforts are being made to set up and step up production.

श्री यशपाल सिंह : २५ करोड़ रुपया इस फैमिली प्लानिंग पर खर्च हो चुका है और इसके बावजूद आबादी बढ़ रही है, तो क्या यह अच्छा न होगा कि इससे आगे की रकम सैल्फ कंट्रोल और ब्रह्मचर्य के प्रसार पर खर्च की जाती ?

अध्यक्ष महोदय : क्या ब्रह्मचर्य भी फैमिली प्लानिंग का एक्सेसरी है ? आपने

सवाल किया है

"The steps Government propose to take for the manufacture of family planning accessories in India".

श्री यशपाल सिंह : क्या मैं जान सकता हूं कि इसके लिए जो सामान जरूरी है उसमें से हम विदेश से कितना मंगाते हैं और अपने देश में कितना तैयार करते हैं ?

Dr. D. S. Raju: So far as rubber contraceptives are concerned, most of them are being imported. I can give figures. The imported pieces of rubber contraceptives are 30·4 million, and indigenous production is 0·248 million.

Shri Kapur Singh: Is any orally administrable medicine known which can ensure non-fertility in human females for a fixed period?

Dr. Sushila Nayar: There are some hormonal preparations which have to be taken regularly; they are known to prevent pregnancy. However, there are some doubts regarding their effects upon health; certain cases of thrombo phlebitis etc. have been reported. As such in ndia we are using them only on an experimental basis for the present.

श्री ओंकार लाल बेरवा : मैं जानना चाहूंगा कि कितने प्रान्त ऐसे हैं कि जहां पर सामान न होने की वजह से यह योजना लागू नहीं हो रही है ?

डा० सुशीला नायर : सामान तो हर जगह पर मौजूद है । सामान की कमी की वजह से योजना नहीं चली ऐसी तो कोई बात नहीं है । बाकी माननीय सदस्य श्री यशपाल सिंह जी जैसे लोग हैं जो कहते हैं कि यह काम होना ही नहीं चाहिये । इसलिए कई जगह पर योजना सफल नहीं होती ।

Neyveli Project

\+

*212. { **Shri Warior:**
Shri A. K. Gopalan:
Shri Vasudevan Nair:
Shri Koya:
Shri A. V. Raghavan:
Shri Pottekkatt:
Shri Kappen:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the Kerala Government's request for the supply of electricity from Neyveli in Madras has been considered by Government; and

(b) if so, the nature of decision taken?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes, Sir.

(b) 20,000 KW of power during night hours from 9.00 P.M. to 6.00 A.M. has been made available to Kerala from the Madras Grid.

Shri Warior: What was the request of the Kerala Government to the Madras Government and the Central Government in this respect?

Dr. K. L. Rao: In view of the short age of power at present, the Kerala Government first wanted 50,000 KW, and now they have reduced it to 20,000 KW which is being supplied from the Madras Grid.

Shri Warior: May I know whether the Central Government will use its good offices to give Kerala from Neyveli, which is a Central project, sufficient clectricity to ward off at least the summer months when there is a 40 per cent cut of electric power in Kerala?

Mr. Speaker: A good suggestion.

श्री शिव नारायण : मैं जानना चाहता हूं कि सरकार इस बिजली के दाम क्या लेगी ?

अध्यक्ष महोदय : केरल को जो देगी उसका ?

श्री शिव नारायण : जी हां :

Dr. K. L. Rao: I do not have the information about the charges that are being made to Kerala.

Shri P. Venkatasubbaiah: May I know whether a similar request has been made to the Madras Government by the Andhra Government to supply electricity to tide over their power crisis?

Mr. Speaker: He should know about his own State.

Dr. K. L. Rao: The position about the Andhra Pradesh Government's representation was that they were entitled to some power from the Central project in Neyveli, and therefore they said they must be given some power. This matter is under consideration.

Shri Ramanathan Chettiar: What is the surplus electric power available in Neyveli?

Dr. K. L. Rao: At the moment there is no surplus in the Neyveli project as such.

Committee on Cost of Construction of Projects

\+

*213. Shri S. C. Samanta:
Shri Subodh Hansda:
Shri N. R. Laskar:
Shri M. L. Dwivedi:
Shri Bhagwat Jha Azad:
Shrimati Savitri Nigam:
Shri Sidheshwar Prasad:

Will the Minister of **Planning** be pleased to state:

(a) whether the High level Technical Committee has been formed at the Centre as well as in the States to reduce the cost of construction of projects; and

(b) if not, when the Committee will be formed?

The Deputy Minister in the Ministry of Labour and Employment and for Planning (Shri C. R. Pattabhi Raman) (a) and (b). The setting up of the High level Committee at the Centre is under active consideration. Similar Committees have been set up in a number of States.

Shri S. C. Samanta: May I know wherefrom this proposal to set up such a committee came?

Shri C. R. Pattabhi Raman: It emanated from the Planning Commission itself. Actually, on the 24th October, 1959 a circular letter was issued to the State Governments regarding the measures for achieving economy in construction costs. In that letter it was stated that with a view to keeping a watch on the progress of action towards achieving economy in construction costs, a departmental committee was proposed to be set up at the Centre, and that similar committees might be set up by the State Governments. This suggestion was again stressed in various letters from the Planning Commission's Deputy Chairman to the various Chief Ministers and the Central Ministries.

Shri S. C. Samanta: Is it not a fact that there are so many evaluation and reviewing committees of the Planning Commission? Why is such a committee necessary on reducing costs? May I know whether Government is trying to have the projects done at the target costs?

Shri C. R. Pattabhi Raman: Actually, it is not setting up of a new committee. The Standing Committee of the National Buildings Corporation, which has at present 30 members, can be suitably reconstituted to function as the Committee for Cost Reduction in the Planning Commission.

Shri Bhagwat Jha Azad: In view of the fact that the original estimate of any project multiplies many times

by the time of completion, how long will Government take to have such a committee?

Shri C. R. Pattabhi Raman: Actually States like Madras, Punjab, Maharashtra, Rajasthan, Kerala and Gujarat have taken up the constitution of high level committees. (*Interruptions.*) I must confess that so far as the Central Ministries are concerned, there has been some delay but we are accelerating the progress.

Shri N. R. Laskar: May I know whether the Planning Commission realises by now that the delays in starting projects increases their costs and vitiate the economy of the project itself. What measures have been taken to streamline the administration and also remove delays from the planning machinery?

Shri C. R. Pattabhi Raman: That is precisely the function of the committee in the States and in the Centre.

Shrimati Savitri Nigam: What has been the experience of these committees which have been set up in various States? Have they reduced the costs considerably?

Shri C. R. Pattabhi Raman: I am not in a position to say we have not received any report so far on their functioning.

Shri Daji: Is it a fact that all the suggestions about the reduction of costs like narrow verandahs, less pillars, more domes, etc. are being followed only in the breach by all the States and if so, what step do the Central Government propose to take to enforce them?

Shri C. R. Pattabhi Raman: Coming from an hon. Member, the information will be taken note of.

Shri Tyagi: I wonder whether I heard the Minister aright, he says there are thirty members on this committee. Is that committee working parallel to the Ministry itself?

Shri C. R. Pattabhi Raman: I am sorry the hon. Member has not heard me properly. I have said that the standing committee of the national building organisation contains thirty members and that it can be reconstituted to function as a committee for cost reduction under the Planning Commission.

Shrimati Renuka Ray: What are the reasons for the four years' delay and how long will it take actually before this committee is set up in the Centre?

Shri C. R. Pattabhi Raman: There has been no delay. Many States have set up high level committees. In the Centre, we are contacting the Works, Housing and Rehabilitation Ministry and we are trying to have a committee soon.

Shri Iqbal Singh: Is it a fact that the construction cost in some States is double compared to the other States; and if so, what is the finding of this committee about this?

Shri C. R. Pattabhi Raman: Here again it is a matter of information but I may add that in some areas such as Hill Tribe areas the costs may be less than in big urban areas.

श्री बड़े : यह कमेटी क्या यह भी सिफारिश करेगी कि प्रोजेक्ट्स के एस्टिमेट्स से एक्चुअल खर्च बहुत अधिक अर्थात् कई गुना खर्च नहीं होना चाहिए। अब जैसे कि चम्बल प्रोजेक्ट जिसका कि एस्टिमेट ३ करोड़ रुपये का था उस पर ९६ करोड़ रुपया खर्च हो गया और इसी प्रकार से हर एक प्रोजेक्ट में १०, १० और २०, २० टाइम अधिक खर्च हो गया है तो इतना अधिक खर्च न होना चाहिए, क्या इस पर भी यह कमेटी कोई विचार करने वाली है और यह एस्टिमेट्स से एक्चुअल खर्च इस कदर बढ़ क्यों जाता है, क्या कमेटी इसके ऊपर भी विचार करेगी ?

Shri C. R. Pattabhi Raman: It envisages every project, it is quite comprehensive.

श्री रामेश्वरानन्द: योजनाओं के सम्बन्ध में विचार करने के लिये यह जो कमेटी बनाई गई है इसका कोई अनुभव भी है या नहीं और यह वैतनिक है या अवैतनिक है ?

योजना मंत्री (श्री ब० रा० भगत) : जो आदमी इस कमेटी में रखे गये हैं उनको इसका अनुभव प्राप्त है और ज्यादातर वह तो सरकार के विभागों में काम करते हैं इसलिए वैतनिक और अवैतनिक का सवाल उठता नहीं है ।

श्री विश्राम प्रसाद : जहां तक कंस्ट्रक्शन का सवाल है जितने कंस्ट्रक्शन के काम होते हैं उसमें पी० डब्ल्यू० डी० के एक्सपर्ट से लोग रहते हैं, ओवरसीयर्स, सुपरवाइजर्स और इंजीनियर्स आदि और उन सम्बन्धित लोगों का उसमें खास खास शेयर होता है और इस कारण उनके द्वारा किये जाने वाले काम में कौस्ट आफ कंस्ट्रक्शन बढ़ जाती है तो ऐसी गड़बड़ आगे से न हो सके और कौस्ट आफ कंस्ट्रक्शन बजा तौर पर न बढ़ सके, क्या कमेटी इसके लिए भी कोई क़दम उठा सकेगी ?

श्री ब० रा० भगत: अब यह तो करप्शन को रोकने की बात है ।

श्री त्यागी : इसके लिए एक और कमेटी बनेगी ।

दामोदर घाटी निगम

\+

*२१४. श्री वारियर :
श्री सिद्धेश्वर प्रसाद :
श्री वासुदेवन नायर :
श्री मे० क० कुमारन :
श्री दाजी :
श्री सुबोध हंसदा :
श्री स० चं० सामन्त :
डा० पू० ना० खां :
श्री म० ला० द्विवेदी :
श्री प्र० रं० चक्रवर्ती :
श्री मुहम्मद इलियास :
श्री हरि विष्णु कामत :
श्री महेश्वर नायक :
श्री रा० बरुआ :
श्रीमती रेणु चक्रवर्ती :
श्री त्रिविक्रम कुमार चौधरी :
डा० सारादीश राय :
श्री बीरेन भट्टाचार्य :
डा० रानेन सेन :

क्या सिंचाई और विद्युत मंत्री २८ नवम्बर, १९६३ के तारांकित प्रश्न संख्या २५३ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि दामोदर घाटी निगम के पुनर्गठन में इस बीच क्या प्रगति हुई है ?

सिंचाई और विद्युत मंत्रालय के सभा-सचिव (श्री सं० अ० मेहदी) : दामोदर घाटी निगम की बराज और सिंचाई प्रणाली २ दिसम्बर, १९६३ से पश्चिमी बंगाल सरकार को तबदील कर दी गई थी । निगम के पुनर्गठन की तजवीजों पर तेजी से विचार किया जा रहा है ।

[The Barrage and Irrigation system of the Damodar Valley Corporation was transferred to the Government of West Bengal with effect from 2-12-63. Proposals for re-organisation of the Corporation are under active consideration.]

Shri Warior: May I know whether before transferring this canal system, the West Bengal Government has paid all the outstanding dues to the Central Government?

Dr. K. L. Rao: There is no particular question of payment in this. It is only a book transfer, and when they take it over finally, or when the

accounts are settled, the expenditure or the value is also transferred to them. It is about Rs. 44 crores.

Shri Warior: Last time, it was mentioned that the postponement of the taking over of this system by the West Bengal Government was due to certain difficulties which the West Bengal Government had raised about the canal system. What was the final decision on that issue?

Dr. K. L. Rao: The West Bengal Government has appointed a committee of its own to look into this, and the committee has reported favourably, I understand. Anyway, so far the West Bengal Government have not said anything about this transfer. They have taken it over.

Shri Tridib Kumar Chaudhuri: May I know, with regard to the reorganisation of the Damodar Valley Corporation and the proposal of splitting up its activities, whether the World Bank which has lent lakhs of money to the DVC has made its views known to the Government and they have expressed themselves against the breaking up the DVC organisation as it is at present?

Dr. K. L. Rao: There was no such observation by the World Bank. In fact these loans are guaranteed by the Government of India.

Shri Bade: Is it a fact that the Public Accounts Committee has reported that there is so much corruption and mismanagement in the Damodar Valley Corporation and therefore the Government wanted to reorganise the whole Corporation rules and the Corporation itself and, if so, what steps have the Government taken on the recommendation of the Public Accounts Committee?

Dr. K. L. Rao: The hon. Member's assumption is not correct. This reorganisation is being done on a functional basis.

Shri Bhagwat Jha Azad: May I know whether one of the important aspects of the reorganisation of the DVC is also to shift its headquarters to its proper place and, if so, what decision has been taken by the Government in that regard?

Dr. K. L. Rao: The location of headquarters was not at all one of the considerations on which this reorganisation has been thought of.

Shri Hari Vishnu Kamath: Is it a fact that the bright and rosy picture which the then Minister, Shri N. V. Gadgil, drew when he piloted the Bill in this House, has remained a mere dream and, if so, to what extent is the internal conflict among the Central Government, the Bihar Government and the West Bengal Government responsible for these unfulfilled hopes?

Dr. K. L. Rao: I do not know exactly the picture given by the then hon. Minister, but the DVC has done its work well on the development of Damodar river; it has built the dams which are economically possible; they have developed the irrigation which was visualised and they have developed power which is much more than what was anticipated in the beginning.

Shri Hari Vishnu Kamath: Question.

Shri Bade *rose*—

Mr. Speaker: I would give him another opportunity later. He will kindly resume his seat. Shri Samanta.

Shri S. C. Samanta: May I know whether the conditions that were put by the West Bengal Government were accepted by the Central Government and, if so, whether there will be any necessity for amending the DVC Act?

Dr. K. L. Rao: In any case, with the reorganisation of the DVC, the Law Ministry has advised that an amending Bill has to be brought and it will be brought in due course.

Shri Bade: My difficulty is this. The hon. Minister has said that I have got a wrong assumption about

the Public Accounts Committee's remarks. Shri Tyagi is there; I refer the hon. Minister to the relevant pages of the Public Account Committee's report in which they have said that there is mismanagement, there is curruption and that there is also some struggle between the West Bengal Government and the Central Government. Therefore, they want to reorganise the corporation. That was the recommendation of the Public Account Committee. Shri Tyagi, the Chairman of the Public Accounts Committee, is here and he can say whether I am wrong or my statement is wrong.

Mr. Speaker: Order, order.

Shri U. M. Trivedi: Sir, this is a very important question. I am very sorry....

Mr. Speaker: If any hon. Member thinks that the answer given by the Minister is wrong, then the proper course for him is to write to me.

Shri U. M. Trivedi: It is not a question of thinking. If I may humbly submit to you, Sir, here on the floor of this House....

Mr. Speaker: I cannot proceed with the investigation just at this moment.

Shri U. M. Trivedi: Here is a member of the Public Accounts Committee who says....

Mr. Speaker: Of course, it is expected that the members know what has happened in the Public Accounts Committee and they are very well familiar with the reports. It is also expected that the answers should be correct and I have to persume that they are correct. If any hon. Member feels, and he is convinced and he has records as well in support, that the answer given on the floor of the House is wrong he should write to me along with the records. Then certainly I will see that the Minister corrects the answer when I find that he has given a wrong answer.

Shri Ranga: May I suggest, Sir, —I appreciate the forbearance of my hon. friend, Shri Tyagi, the Chairman of the Public Accounts Committee— that the hon. Minister be good enough to consult the latest reports of the Public Accounts Committee as well as the Estimates Committee and make sure that all that he has said is quite correct, that the objectives of the corporation in regard to irrigation have been fulfilled, the objectives in regard to flood control have been fulfilled and it is a satisfactory thing now? It is a most extraordinary statement that he has made.

Dr. K. L. Rao: May I submit, Sir, that what I said, when I stated that the hon. Member's assumption is not correct, was with reference to the fact that that was not one of the factors on which the reorganisation of the DVC has been undertaken. The recommendations of the Public Accounts Committee are well known and they are gone into thoroughly. The various objectives with which the DVC has been set up are fairly satisfactorily done, and I was only answering the hon. Member's question...

Shri Bade: He is praising the DVC whereas the whole organisation . . .

Mr. Speaker: Order, order. Now he is answering that he is aware of all those observations, but he is only asserting that the basis of the reorganisation which he is referring to is not those remarks but some other considerations.

Shri Harish Chandra Mathur: Mr Speaker, the hon. Minister said the assumption of the hon. Member who put the question was wrong. There is no question of any assumption whatsoever. It is only based on certain facts which he has related. If the hon. Minister had said that those facts are correct, they have taken

them into consideration but still there is something else, then it is another matter. He must make his position clear. He is not to answer that the assumptions are wrong. There is no question of any assumption. He has made no assumptions whatsoever. He has based his question on certain factual information. If the answer is that the reorganisation is on very different grounds even though they have taken into consideration those facts because they have not been responsible for it, the two things cannot go together. On the one hand he says that he accepts what is there in the Committee's report and, on the other, he is praising the past management. Then he says that the reorganisation is on different grounds. These three things are absolutely contradictory to each other.

Mr. Speaker. How I understood the Minister was that it was a wrong assumption that the reorganisation he has been referring to is based on or has been warranted by those remarks that have been made by the Public Accounts Committee. He says he is aware of them—all of them may be correct or part of them may be correct; that is a different thing altogether. But he says that the reorganisation that the Government has ordered is on different grounds and not on those grounds. That was the 'assumption' that he referred to (*Interruptions*).

Shri Tyagi: If the Minister says part of them alone are correct, that is an aspersion on the Public Accounts Committee. I challenge that there is nothing incorrect in them. May I know from the hon. Minister which part is incorrect?

Mr. Speaker: I would like to tell the Chairman of the Committee that it is not fair to challenge the Minister in this manner in the House. Of course, he can challenge them; there is no denying that fact.

Shri Tyagi: I have to defend my Committee.

Shri Hari Vishnu Kamath: It is Committee of the House.

Shri Bade: The Minister is still praising the DVC.

Mr. Speaker: Then what should I do?

Shri Thirumala Rao: May I know whether the report of the Public Accounts Committee refers to the state of affairs a few years old or something of recent times?

Shri Nath Pai: Latest.

Shri Thirumala Rao: Because these accounts come very late.

Shri Nath Pai: You better read the reports some time.

Shri Tyagi: They are based on the Report of the Auditor-General which is placed on the Table of the House every year. Naturally, the Public Accounts Committee always goes into past accounts and not of the current year. May I know from the Minister whether it is not a fact that the partners of the DVC, meaning the State Governments who are parties to it, are having even legal disputes on financial transactions between them of a very big nature?

Dr. K. L. Rao: May I take this opportunity to say once again that when answering the question of the hon. Member I did not mean the observation of the Public Accounts Committee or anything of that type? All that I said was, as the hon. Speaker has stated, that the functional reorganisation is being thought of not on account of this fact. With regard to the query of the hon. Member whether there has not been some controversy or conflict between the participating States, it is so and that is one of the reasons why DVC is being re-organised.

Land Reforms Committee

\+

*215. **Shri Hari Vishnu Kamath:**
Shri Yashpal Singh:
Shri Vishram Prasad:
Shri Dhaon:

Shri B. P. Yadava:
Shri Bishanchander Seth:
Shri Bhagwat Jha Azad:
Shri D. C. Sharma:
Shrimati Savitri Nigam:
Shri P. R. Chakraverti:
Shri Subodh Hansda:
Shri Sidheshwar Prasad:
Shri P. C. Borooah:
Shri Kolla Venkaiah:
Shri Warior:
Shri Vasudevan Nair:
Shri M. K. Kumaran:

Will the Minister of **Planning** be Pleased to state:

(a) whether the National Development council has appointed a Land Reforms Committee;

(b) if so, its duties, functions and powers; and

(c) its work and achievements up-to-date?

The Deputy Minister in the Ministry of Labour and Employment and for Planning (Shri C. R. Pattabhi Raman): (a) Yes, Sir.

(b) The Committee is to review at regular intervals the progress of land reforms in different States and suggest measures for strengthening and improving implementation.

(c) The Committee met on December 23, 1963. Requisite data are being collected regarding implementation of land reforms and the difficulties experienced by State Governments in expeditious and effective implementation.

Shri Hari Vishnu Kamath: May I know what the ex-Minister of Planning, Shri Nanda made some time ago, I believe in Jaipur, is still true, that the assistance to essential land reforms in the States has largely come from the Congress Legislature Parties themselves, if not in some states the Chief Ministers themselves and, if so, what success if any, has been achieved by the Government or this Committee in overcoming such resistance from the Congress Legislature Parties and some Chief Ministers?

Shri C. R. Pattabhi Raman: As stated by the hon. Finance Minister the other day, it is really for the States to implement the land reforms. There has been a good deal of legislation in the States on various aspects of land reform. With regard to implementation, hon. Members have been supplied a copy of the publication "Progress of Land Reforms". It is true that in some respects, however there has been deficiency in implementation as a consequence of which land reform has been less effective than hoped for. Therefore, a committee has been constituted by the National Development Council with the hon. Home Minister as Chairman and some Central Ministers and various State Ministers as members. Since a time limit of three months has been fixed, some time about March it is expected to receive some data.

Shri Hari Vishnu Kamath: To what extent has Acharya Vinoba Bhave's Bhoodan and Gramdan *yagna* movement succeeded in creating a propitious climate for land reforms in the country and how far has the volume of landless agricultural labour been dimished or reduced thereby?

Shri C. R. Pattabhi Raman: They are constantly being studied. Actually, a committee in the Planning Commission is studying this matter and even today this committee is meeting under the chairmanship of Shri Jaiprakash Narayan. It is studying not only waste lands but also *gram dan* and other lands available and a comprehensive plan is being drawn up. As I stated in the beginning, it is for the States to implement them. We are constantly drawing their attention to this.

श्री यशपाल सिंह : उत्तर प्रदेश गवर्नमेंट ने बयान दिया है कि उत्तर प्रदेश के पचास जिलों में जहां साढ़े सात करोड़ इन्सान

रहते हैं कोआपरेटिव फार्मिंग से कहीं भी बारह मन फी एकड़ से ज्यादा पैदावार नहीं हो सकी है जब कि प्राइवेट फार्मर्ज ने चालीस मन फी एकड़ पैदावार की है । मैं जानना चाहता हूं कि क्या इस कमेटी का ध्यान इस ओर गया है कि इस देश को भूखों मरने से बचाने के लिये कोआपरेटिव सिस्टम को बन्द किया जाय ?

योजना मंत्री (श्री ब० रा० भगत) : माननीय सदस्य की अपनी राय है, इसके बारे में मैं क्या कह सकता हूं ?

श्री यशपाल सिंह : यह यू० पी० गवर्नमेंट का बयान है.....

अध्यक्ष महोदय : वह कहते हैं कि उत्तर प्रदेश गवर्नमेंट ने कोई स्टेटमेंट दिया है कि जहां कोआप्रेटिव फार्मिंग हुआ है वहां साढ़े बारह मन या बारह मन फी एकड़ ही गल्लम हुई है और जहां कोआप्रेशन नहीं था, वहां चालीस मन हुई है । क्या इस तरफ भी गवर्नमेंट का ध्यान गया है और क्या लैंड रिफार्म करते वक्त इस चीज का भी ध्यान रखा जाएगा ?

श्री ब० रा० भगत : मुझे मालूम नहीं है । मेरे पास तो बयान की कोई कापी नहीं है ।

श्री विश्राम प्रसाद : उत्तर प्रदेश, बिहार और मध्य प्रदेश में जो खेत जोतता है उसको हलवाहा कहा जाता है और जो जमीन का मालिक है वह खेती अपने हाथों से नहीं करता है, नौकरों से कराता है । और इसी लिये पैदावार इस देश की कम है मैं जानना चाहता हूं कि यह लैंड रिफार्म्स कमेटी जो लोग एक्चुएली खेती करते हैं, उनका खेत पर अधिकार कायम रखने के लिये भी कोई कदम उठाएगी ?

श्री ब० रा० भगत : बहुत तेजी से कदम उठाए जा रहे हैं । जो खेती करने वाले लोग हैं, शेयर क्रापर्ज कहें, हलवाहा कहें या जिस नाम से भी कहें, जिस जमीन को वे जोतते हैं उस पर उनके रिकार्ड आफ राइट्स को बनाने के हर राज्य में कदम उठाए जा रहे हैं । हमने यह भी फैसला किया है कि जो राज्य सरकारों का इस पर खर्चा लगेगा, उसका आधा केन्द्रीय सरकार देगी ।

श्री योगन्द्र झा : जो हलवाहा है, उसको कहीं भी.....

अध्यक्ष महोदय : आप इस तरह से नहीं कर सकते हैं । मैं बार बार आपको कह रहा हूं ।

Shri Bhagwat Jha Azad: In view of the statement of the hon. Prime Minister who happens to be the Chairman of the Planning Commission as also of Shri Nanda who was the Vice-Chairman of the Planning Commission that nothing has been done to implement the promise of land reforms in the First Plan, may I know whether the assignment of duties to the Committee is to collect facts to substantiate that statement or whether the Committee has been charged with doing some work for their implementation? What is the nature of it?

Shri B. R. Bhagat: I think, the second observation of the hon Member.....

Shri Bhagwat Jha Azad: We want to know what are the details. Every time you tell us that it is being done. We want to know what is being done.

Shri C. R. Pattabhi Raman: The Committee seeks to obtain detailed information regarding the implementation of land reforms programme and the difficulties experienced in expeditious and effective implementation. For that three months' time has been given. That is precisely what I referred to. Actually, the Joint Secretary in charge has visited one State and is visiting the other States, that is, Bihar, Gujarat, Rajasthan, Madhya Pradesh, Maharashtra and Mysore. All this is being done under the three months' time that I referred to.

Shrimati Savitri Nigam: What steps is Government intending to take to make the land reforms legislation uniform? Is a model Act being proposed to be drafted by this Committee?

Shri C. R. Pattabhi Raman: It will be a tall order because the tenures vary from State to State and the States really are to implement it because land is a State item. Therefore they are considering it.

Shri Warior: May I know whether it has come to the notice of Government that some of the recent land reforms legislation has taken away some other existing right which had been enjoyed by peasants and has not given more rights to the peasant? Has that come to the notice of Government and will that also be referred to this Committee?

Shri C. R. Pattabhi Raman: I think, the hon. Member can refer to only two States, that is, Gujarat and Kerala, as regards legislation which has been struck down by the Supreme Court. I think, he is referring to Kerala. A new Act has been passed. If, as the hon. Member says, some rights have been taken away, it is a matter for study. There again it is for the States to implement.

श्री फ० गो० सेन : माननीय मंत्री जी ने कहा है कि जो शेयर क्रापर्ज हैं उनके रिकार्ड आफ राइट्स बनाये जा रहे हैं । रिकार्ड आफ राइट्स बनाने के बाद जमीदार अदालतों में जा कर टाइटल सूट करते हैं और इससे बट्टेदारों की बहुत बरबादी और परेशानी होती है । इनको बचाने के लिये सरकार कौन सा राइट बनायेगी ?

Shri C. R. Pattabhi Raman: The creation of a record of rights is one of the steps taken so that the ownership and the tenures will be studied. That is one of the items in land reform.

श्री रामेश्वरानन्द : क्या इस समिति ने पंजाब में नहरों के आसपास, यमनगर्भी नहर के आसपास लाखों एकड़ भूमि ऐसी देखी है जो कि खेती के योग्य नहीं रही और क्या उसने इस भूमि के सुधार के लिये भी कोई सुझाव दिया है ?

श्री ब० रा० भगत : जमीन जो जोतने लायक नहीं रही उसको जोतने लायक बनाने के प्रोग्राम का जहां तक सम्बन्ध है, इस को राज्य सरकारें करेंगी । लैंड रिफार्म से इसका क्या सम्बन्ध है ?

Shri Daji: Is there any truth in the report that the Government and this Committee have given an unequivocal direction that all the States must complete the implementation of land reforms before the end of the Third Plan?

Shri C. R. Pattabhi Raman: I have already stated that they have already held the first meeting and they are collecting data. They are aware of the urgency of the question.

Shri Gauri Shankar Kakkar: May I know whether there is any measure to give cultivation rights to landless labourers, the actual tillers of the land?

Shri C. R. Pattabhi Raman: That is also one of the items envisaged in the land reforms.

Supply of Electricity to Nepal

*216. { **Shri Yogendra Jha:** + **Shri Koya:**

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that Government propose to construct power stations for supply of electricity to Nepal;

(b) if so, which sites have been selected for their location; and

(c) the capital investment in these projects?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) to (c). A statement is laid on the Table of the

House. [*Placed in Library. See* No. LT-2351/64].

श्री योगेन्द्र झा : नेपाल सरकार को भारत सरकार बिजली देगी । बदले में नेपाल सरकार से जो दूसरे समझौते हुए हैं, क्या उन समझौतों का पालन नेपाल सरकार कर रही है, यदि नहीं, तो क्या हम फिर से उन समझौतों पर विचार करने के लिये तैयार हैं ?

Dr. K. L. Rao: I did not follow exactly.

Mr. Speaker: He wants to know whether the Nepal Government is implementing the commitment that it had made in lieu of our aid to help the Nepal State.

Dr. K. L. Rao: The Nepal Government is giving extremely cordial cooperation in the construction of these various projects.

श्री योगेन्द्र झा : कोसी योजना से नेपाल सरकार को बिजली दी जाएगी । कोसी योजना को स्थायी बनाने के लिये कोठार डैम की योजना आवश्यक थी । क्या नेपाल सरकार ने उसके लिये जरूरी स्वीकृति दे दी है ?

Dr. K. L. Rao: I am glad to state that His Majesty's Government is giving the necessary facilities, the land in the Kosi area at Dalwa.

Shri Bhagwat Jha Azad: May I know whether the electricity produced by the Gandak hydro-electric project and so also by the Kosi project being built, at the cost of Rs. 425 lakhs and Rs. 278 lakhs respectively, will be exclusively supplied to the Nepal territory or any share of it will be available in the area in which the electricity is going to be produced?

Dr. K. L. Rao: In the case of Gandak project, the power generated will be supplied to both Nepal and the Indian territory till a load of 10 MW is built up and after that the power will be completely given to the Nepal territory. In the case of the Kosi project, 50 per cent of the load will be given to India and 50 per cent will be given to Nepal.

Shri Bishwanath Roy: May I know what steps are being taken for setting up the power houses in connection with the Gandak project in the area of Nepal?

Dr. K. L. Rao: The construction of the power house and power system in the Gandak area is under the process of construction. The actual construction has not been taken up. But the necessary steps have been taken and the project will be completed in a few years time.

Shri Hari Vishnu Kamath: Is it a fact that China has recently backed out of her earlier promise to build certain projects in Nepal and if so, have Government seized this opportunity to cultivate better relations with Nepal and to wean it from China by offering to build those projects for Nepal?

Dr. K. L. Rao: I am afraid I do not have that information with me just now.

Unaccounted Money in Market

\+

*217. **Shri Harish Chandra Mathur:**
Dr. L. M. Singhvi:
Shri Prakash Vir Shastri:
Shri Hari Vishnu Kamath:

Will the Minister of **Finance** be pleased to state:

(a) Government's latest estimate of unaccounted money in the market;

(b) the basis on which the estimate is placed: and

(c) the economic ills attributable to this unaccounted money?

The Deputy Minister in the Ministry of Finance (Shrimati Tarkeshwari Sinha): (a) and (b). It is not possible to make any reliable estimate of "unaccounted money" in the country.

(c) I would invite the attention of the hon. Members to paragraph 18 of the Statement made by the Finance Minister in Parliament on the 16th December 1963.

Shri Harish Chandra Mathur: May I know what efforts have been made or are proposed to be made to bring this money to the surface, and whether the banks in the private sector are a handicap in it?

The Minister of Finance (Shri T. T. Krishnamachari): The bulk of the money that is said to be unaccounted for arises from tax evasion. Methods will have to be adopted and devised in order to eliminate this form of money going out of the treasury. So far as the banking institutions are concerned, once the money comes into the institution, it does not remain unaccounted; it is money which has to be accounted for. I do not think, therefore, that the banks in any way help in regard to circulation of unaccounted money.

Mr. Speaker: Now, short notice question.

Shri R. Barua: The question raised in my adjournment motion is a matter of public importance because it relates to the raising of anti-Indian slogans and also to the movement of...

Mr. Speaker: Order, order. The hon. Member may resume his seat. This is not the way to interrupt the proceedings of the House. The hon. Member knows it very well that the short notice question is to be taken up now.

SHORT NOTICE QUESTION

गहूं और आटे का अभाव

+

S.N.Q. १. डा० राम मनोहर लोहिया :
श्री राम सेवक यादव :
श्री किशन पटनायक :

क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली और दिल्ली-शाहदरा में गेहूं और आटे का अभाव है ;

(ख) यदि हां, तो क्या यह भी सच है कि अभाव के साथ साथ मूल्यों में भी बढ़ोतरी हुई है ; और

(ग) यदि हां, तो सरकार की ओर से इस सम्बन्ध में क्या कार्यवाही की गयी है ?

खाद्य तथा कृषि मंत्री के सभा-सचिव (श्री शिन्दे) : (क) जी नहीं ।

(ख) और (ग): दिल्ली में देशी गेहूं के भाव आम तौर पर पंजाब में गेहूं के भावों के साथ साथ घटते बढ़ते हैं क्योंकि दिल्ली में अधिकांश सप्लाई वहां से ही होती है। तथापि, दिल्ली में सरकार सरकारी स्टाक से आयातित गेहूं की अधिक मात्रा की निकासी कर रही है । इस समय लगभग ५०० उचित मूल्य की दुकानें आयातित गेहूं ३८·८५ रुपये प्रति क्विन्टल या १४·५० रुपये प्रति मन परचून भाव पर उपभोक्ताओं को बेच रही हैं । दिल्ली में रोलर आटा मिलों को भी अपनी पूरी क्षमता से काम करने के लिये कहा गया है । इन मिलों द्वारा तैयार किया गया आटा बहुत सारी परचून दुकानों पर ४३ नए पैसे प्रति किलोग्राम के नियंत्रित भाव पर बेचा जा रहा है ।

[(a) No, Sir .

(b) and (c). The prices of indigenous wheat in Delhi generally move in sympathy with prices in Punjab from where Delhi largely receives supplies. The Government, however, are releasing large quantities of imported wheat from Government stocks in Delhi. About 500 fair price shops are now selling imported wheat to the consumers at the retail price of Rs. 38·85 per quintal or Rs. 14·50 per maund. The roller flour mills in Delhi have also been asked to work to full capacity. Atta produced by these mills is

being sold through a large number of retail shops at the controlled retail price of 43 nP per kilogram.]

डा० राम मनोहर लोहिया : गेहूं और आटा का भाव इस समय क्या है, और ठीक इसी समय एक साल पहले क्या था ? मैं बाजार भाव पूछ रहा हूं, सस्ती दुकानों का भाव नहीं । और एक महीने पहले क्या था, और क्या सरकार के पास कोई अन्दाज है कि अगली फ़सल आने तक वह क्या रहेगा ?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): There has been considerable increase in the price of indigenous wheat, but there has not been any increase effected in the price of imported wheat which is available at Rs. 38.85 per quintal. (*Interruptions*).

Some Hon. Members: No, no.

Shri A. M. Thomas: I said imported wheat. With regard to indigenous wheat, it had gone up to Rs. 41·53 on 12th February, 1963.

Shri Daji: The question was: what was the price last year and what is it today?

Mr. Speaker: So many Members need not interpret the question.

Shri Daji: It was in Hindi.

Shri A. M. Thomas: I said the price of indigenous wheat has risen considerably. If we make a comparison with last year, about this time last year it was Rs. 41·53 whereas now it is Rs. 59.61 per quintal.

Mr. Speaker: His question is in this manner: what is the price of indigenous wheat just today in the bazar, not in fair price shops but otherwise, in the market as it is available. That is one thing.

Shri A. M. Thomas: It is roughly Rs. 60 per quintal.

Mr. Speaker: Then what was it a year ago and what was it two months ago?

Shri A. M. Thomas: I said it was Rs. 41·53 a year ago.

Mr. Speaker: One month ago?

Shri A. M. Thomas: It is less by about Rs. 1—2 per quintal.

Mr. Speaker: Is it also known what it is likely to be till the new harvest?

Shri A. M. Thomas: In fact, I would like to take the House into confidence in this matter. (*Interruptions*). There is no use getting excited like this (*Interruptions*).

Mr. Speaker: Order, order.

डा० राम मनोहर लोहिया: मंत्री महोदय व्यर्थ उपदेश न दिया करें ।

अध्यक्ष महोदय : मैं भी क्या कर सकता हूं । जो मेम्बर सवाल करें और जो जवाब दें वह अगर उन के और मेरे दर्म्यान रहे तो शायद सब सुन सकें, लेकिन जब वहां इतनी आवाजें होने लगती है तो कुछ पता नहीं लगता । मैं दरख्वास्त करूंगा कि मेम्बर साहब बिल्कुल खामोश रहें और सुनें ।

डा० राम मनोहर लोहिया : मैं मंत्री जी से दरख्वास्त करता हूं कि वे व्यर्थ के उपदेश न दिया करें ।

Shri A. M. Thomas: We are really concerned at this rise in prices. But the House may kindly take into consideration the fact of lower production last year. In fact, the peak production of wheat was about 12 million tons in 1961-62. From that it came down to 10.7 million tons in 1962-63, a drop to the extent of about 1 million 4 lakh tons. As hon. Members know, the prospects of the next wheat crop are also not bright, so that naturally because of lower production, prices have gone up. But as far as the

vulnerable section of the population, as far as any member of the public, is concerned, we are prepared to release adequate stocks, of imported wheat. It is generally well known that imported wheat is more nutritious, although it is not as soft as indigenous wheat and people have got some preference for indigenous wheat. But as far as the distribution of imported wheat is concerned, we have stepped up the quantity of distribution...

Shri Gauri Shankar Kakkar: On a point of order. When a specific question is put for a specific answer, the Minister is indulging in a long speech. In this manner, the time of the House is wasted. It was a very simple question that was put. What was the price last year, what is the market price today? Instead of giving a reply to that, a long speech is being made.

Mr. Speaker: Order, order. The answer has already been given to that. Sometimes a Minister has to anticipate certain other questions and might make a statement.

डा० राम मनोहर लोहिया : मैं दूसरा सवाल पूछने के पहले आप से इतना अर्ज कर दूं कि मंत्री महोदय ने मेरे प्रश्न का जवाब नहीं दिया ।

अध्यक्ष महोदय : आप दूसरा सवाल कीजिये ।

डा० राम मनोहर लोहिया : यह देखते हुए कि सस्ते गल्ले की दुकानों पर जो बिक्री होती है वह बाजार की पूरी बिक्री का बहुत कम हिस्सा है, क्या सरकार ने सोचा है कि दो फसलों के बीच में अनाज, खास तौर से गेहूं, के दाम के उतार चढ़ाव को बांधा जाये, यदि हां, तो कितने पर ।

खाद्य तथा कृषि मंत्री (श्री स्वर्ण सिंह) : माननीय सदस्य ने गेहूं के मुताल्लिक जो सवाल पूछा है उसके दो हिस्से हैं । जहां तक इस बात का सम्बन्ध है कि जितना आम सस्ते दामों की दुकानों पर गल्ला बिकता है वह जितना चाहिए यहां की पापुलेशन के लिए उस का थोड़ा हिस्सा है, यह बात सही नहीं है । जिस रेट पर आज दिल्ली में सस्ते दामों की दुकानों पर गहूं बिक रहा है या दिल्ली की मिल्लों को दिया जा रहा है वह मेरे अन्दाज में तकरीबन २० लाख की आबादी के लिए काफी है । यह थोड़ा नहीं समझना चाहिए । जो आज सस्ते दाम की दुकानों पर गहूं बिकता है या दिल्ली को दिया जा रहा है वह दिल्ली की दो तिहाई आबादी के लिए काफी है । मैंने यह भी कहा है कि इसमें जितनी और भी जरूरत हो दिया जा सकता है, गहूं भी और आटा भी, और मैं समझता हूं कि इस की कमी नहीं होगी ।

दूसरा सवाल माननीय सदस्य ने पूछा कि फसल के बाद भाव कम होते हैं और फसल आने से पहले व्यापारी भाव चढ़ा देते हैं इस के मुताल्लिक सरकार क्या नियत्रण करना चाहती है । मैं समझता हूं कि वाजिब बात है । इस बारे में हम बहुत तेजी से सोच रहे हैं और इस के मुताल्लिक उपाय करेंगे ।

श्री किशन पटनायक : क्या सरकार का ध्यान इस तरफ गया है कि थोक व्यापारी और पक्के आढ़तियों को बैंकों से सचित अनाज पर रुपया उधार मिल जाता है जिससे कि यह संचय करने की वृत्ति बढ़ती है । इस उधार को बन्द करने के लिए सरकार क्या कर रही है ?

Shri A. M. Thomas: In fact, the advances to banks have been reduced by the Reserve Bank.

Shri Daji: The hon. Minister has just now stated that the increase in price within the last one year is about Rs. 18 per quintal. Does the Government consider this a normal rise in the face of great difficulties, or does it consider

it to be abnormal, and if it is abnormal, what positive, effective steps have been taken to bring down the prices?

The Minister of Food and Agriculture (Shri Swaran Singh): The rise in the price of indigenous wheat is abnormal, and I do not consider that to be normal either from the trade point of view or even from the point of view of availability, and this matter will receive the very serious consideration of the Food Ministers' conference which is taking place on the 23rd. But, to put the thing in proper perspective, I would like to give this information to the House that of the total production of 108 lakh tons of wheat during last year, the marketable surplus is estimated at one-third, which comes to about 36 lakh tons. So, whereas 36 lakh tons of indigenous wheat was available in the market, imported wheat of almost the same quantity, that is about 38 lakh tons, has also been distributed. So, it is really fifty-fifty almost so far as marketable quantities are concerned. It is true that, taking advantage of people's preference for indigenous wheat, which to my mind is misplaced, the traders have succeeded in pushing up the prices but we are very much seized of the problem, and we will take some effective steps to see that this thing does not occur.

श्री बागड़ी : क्या सरकार को पता है कि दो फसलों के बीच में ५० फी सदी से लगा कर १५० फी सदी तक दाम बढ़ते हैं, लेकिन सरकार के जो आंकड़े हैं वे इससे कम हैं। वे गलत हैं। क्या सरकार इस पर सोचेगी और इस प्रकार की कोई पाबन्दी लगाने को तैयार है कि दो फसलों के बीच कीमत इतनी न बढ़ सके ?

श्री स्वर्ण सिंह : इस सवाल का जवाब मैं अर्ज कर चुका हूं।

श्री बागड़ी : कहा जाता है कि अनाज पर सट्टा नहीं है। क्या सरकार को मालूम है कि मेथी के नाम से चने का और सरसों के नाम से गेहूं का सट्टा किया जाता है, जिस से भाव बढ़ते हैं ? और इसको रोकने का सरकार कोई उपाय कर रही है ?

श्री स्वर्ण सिंह : अनाज का तो सट्टा नहीं होता।

डा० राम मनोहर लोहिया : वह कहते हैं कि मेथी के नाम पर चने का सट्टा होता है।

श्री बागड़ी : सरसों के नाम पर गेहूं का सट्टा होता है।

अध्यक्ष महोदय : जब आप का सवाल हो जाय तो आप को बैठ जाना चाहिए, मैंने दूसरे साहब को बुलाया है, अब उन का सवाल सुनिए।

श्री रामेश्वरानन्द : अध्यक्ष महोदय, हमारा निवेदन तो सुन लें। वह कहते हैं कि मेथी के नाम पर चने का सट्टा होता है, नाम किसी का और सट्टा किसी का होता है।

अध्यक्ष महोदय : आप बैठ जाय।

श्री बागड़ी : मंत्री जी तो शहरों की बात करते हैं, गांवों की हालत भी तो देखें।

अध्यक्ष महोदय : आर्डर, आर्डर।

Shri Harish Chandra Mathur: What check do Government exercise in stopping the wheat which is being sold at the fair price shops passing into the hands of businessmen for black-marketing? If we distribute it through the fair price shops in Delhi how is it that the prices are ruling so high? The wheat you sell at Rs. 13 goes into the hands of businessmen and is sold at Rs. 26. What effective control have you over this?

Shri Swaran Singh: May I say that this has not come to my notice—that imported wheat is also being sold at

higher prices. The complaint that has come is that indigenous wheat is being sold at a high price. If somebody is indulging in any adulteration, then that is something which the Delhi Administration will look into.

श्री रामेश्वरानन्द : पहले सवाल का जवाब तो दिया जाए ।

अध्यक्ष महोदय : इस तरह जवाब नहीं देंगे ।

श्री रामेश्वरानन्द : मेरी बात तो सुनिए ।

अध्यक्ष महोदय : इस तरह नहीं सुन सकता । मैंने मिनिस्टर साहब को बुलाया है; वह जवाब दे रहे हैं, पहले उस को सुनना होगा ।

श्री स्वर्ण सिंह : स्वामी जी बेताब हो जाते हैं । मैं अंग्रेजी में बोल रहा था, उसको सुन कर वह बोल रहे हैं । इससे यही जाहिर करते हैं कि वह अंग्रेजी समझते हैं ।

श्री बागड़ी : वह भूखों और नंगों की बात कहना चाहते हैं ।

श्री स्वर्ण सिंह : और कोई चाहे भूखा मर जाए लेकिन स्वामी हमारे देश में भूखे नहीं मरेंगे ।

जिस सवाल के मुतालिक मैं जवाब दे रहा था वह यह था कि जो हमने बाहर से गेहूं मंगाया है वह भी ज्यादा भाव पर बिक रहा है । यह बात आज श्री हरिश्चन्द्र माथुर ने यहां कही । लेकिन अभी तक मेरे नोटिस में यह शिकायत नहीं आयी है । सिर्फ अभी तक यहां कहा गया है कि यह गेहूं लोगों को अच्छा नहीं लगता है ।

श्री राधे लाल व्यास : परसों मैं ने अपने भाषण में यह कहा था ।

श्री स्वर्ण सिंह : अगर ऐसी कोई बात है तो उसका इलाज किया जायेगा ।

श्री रामेश्वरानन्द : अध्यक्ष महोदय, मेरा निवेदन है . . .

श्री बागड़ी : यह एक बहुत जरूरी सवाल है, इस पर बहस चलायी जाये । यह करोड़ों आदमियों की जिन्दगी का सवाल है, इस पर सदन विचार करे ।

श्री रामेश्वरानन्द : मेरा निवेदन था . . .

अध्यक्ष महोदय : मेरी इजाजत की क्या जरूरत है किसी को . . . .

श्री रामेश्वरानन्द : मैं बैठ जाता हूं ।

अध्यक्ष महोदय : अब आप उठिये ।

श्री रामेश्वरानन्द : मैं आप का आदर करता हूं । मैं यह कहना चाहता हूं कि यह जो उत्तर दिया जाता है कि हमारे ध्यान में यह बात नहीं आयी, हम को पता नहीं है, यह कोई उत्तर लोक सभा में मंत्रियों का नहीं हो सकता । ***

अध्यक्ष महोदय : आडर, आडर, इसको रिकार्ड से निकाल दिया जाये ।

Hon. Members should maintain decorum of the House.

श्री त्यागी : ये फेयर प्राइस शाप्स ज्यादा तर शहरों में हैं, और हिन्दुस्तान की ज्यादा तर आबादी गांवों में रहती है । जो गांव वाले गेहूं खाते हैं उसका दाम बहुत ज्यादा बढ़ गया है । तो गवर्नमेंट कोई ऐसा उपाय करे कि इन गरीब लोगों के लिए भी इन्तिजाम हो जाये ।

Shri A. M. Thomas: We have advised the State Governments to open fair price shops in whatever place they want to, and we are prepared to supply any quantity of wheat.

WRITTEN ANSWERS TO QUESTIONS

Cut in Housing Allocation for Delhi

*210. { **Shri Maheswar Naik:** **Shri P. C. Borooah:**

***Expunged as ordered by the Chair.

Will the Minister of **Works, Housing and Rehabilitation** be pleased to state:

(a) whether it is a fact that the housing allocation for Delhi has been drastically slashed, hitting hardest the low-income group;

(b) the reasons therefor; and

(c) the manner in which the housing problem of the Capital particularly of the low-income group, is proposed to be solved?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) to (c). The allocation for housing for Delhi in the Third Five Year Plan was fixed at Rs. 12.05 crores. It has now been raised to Rs. 15·87 crores. Out of this, the provision for housing under the Low-Income Group Housing Scheme has been increased from Rs. 1·25 crores to Rs. 2·25 crores for the Plan period. There was, however, a reduction of Rs. 7·00 lakhs i.e. from the original allocation of Rs. 50·00 lakhs to Rs. 43 00 lakhs, for the year 1963-64 on account of anticipated shortfall in actual expenditure.

Diversion of Housing Funds

*218. **Shri P. R. Chakraverti:**
Shrimati Savitri Nigam:
Shri Dinen Bhattacharya:
Dr. U. Misra:
Dr. Ranen Sen:
Shri Bibhuti Mishra:
Shri Tan Singh:
Shri Koya:
Shrimati Renu Chakravartty:
Shri Bade:
Shri Brij Raj Singh:

Will the Minister of **Works, Housing and Rehabilitation** be pleased to state:

(a) whether the State Governments have been advised by the Planning Commission not to divert the funds earmarked for housing to other development projects;

(b) the amount allotted to the State Governments in the Third Plan for housing and how much is expected to be utilised for the purpose; and

(c) how far the States have responded to the advice from Union Ministry to speed up housing projects?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) The matter is still under consideration in the Planning Commission.

(b) Out of the total Third Plan provision of Rs. 122 crores for housing schemes, the amount provided in the Plans of State Governments is Rs. 80·59 crores, against which the amount likely to be utilised in the first 4 years is Rs. 42·73 crores.

(c) It would be difficult to generalise.

Drinking Water Supply in Hilly Areas of Punjab

*219. **Shri Hem Raj:** Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that Government propose to undertake a survey of the hilly areas in Punjab by its Special Investigation Division as there is great scarcity of pure drinking water; and

(b) if so, when?

The Minister of Health (Dr. Sushila Nayar): (a) and (b). The survey work has already been taken up and is in progress.

State Financial Corporations

*220. **Shri Himatsingka:** Will the Minister of **Finance** be pleased to state:

(a) whether Reserve Bank Governor has urged an examination of the provisions of the statutes governing State Financial Corporations with a view to doing away with the provisions which are unduly restrictive; and

(b) if so, whether any action has been taken by Government?

The Minister of Planning (Shri B. R. Bhagat): (a) and (b). In his speech delivered on the 4th January, 1964 at Bangalore while inaugurating the 10th Conference of the representatives of

the State Financial Corporations, the Governor of the Reserve Bank of India, among other things, referred to one of the noticeable features of the development banks abroad, namely, a relatively greater freedom enjoyed by their management in deciding upon the nature of security which borrowers must furnish, and suggested that in this country, it is now appropriate to examine whether the existing provisions of the statute governing the State Financial Corporations, are not unduly restrictive and if they are, to what extenf they can be safely relaxed. The poser made by the Governor to the Conference was against the background of a recommendation made by the Working Group on State Financial Corporations set up by the Reserve Bank of India. The Working Group has recommended that the provision regarding taking 'sufficient' security in terms of Section 25(2) of the State Financial Corporations Act, 1951 should be amended so that State Financial Corporations, in their lending operations. might place greater emphasis on the prospects of the industrial concerns than on the security available. The desirability of amending the State Financial Corporations Act to which Governor had made reference could be considered by Government, only after the recommendations of the Group are examined by the Reserve Bank of India and its comments forwarded to Government.

Sea Erosion in Kerala

*221. **Shri Kappen:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the Kerala Government have requested the Central Government that anti-sea erosion work in Kerala should be taken up as a national project;

(b) whether they have asked for grants instead of loans for that purpose; and

(c) if so, the reaction of the Central Government thereto?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes, Sir.

(b) Yes, Sir.

(c) The proposal has been considered in consultation with the Planning Commission and the Ministry of Finance and at present no change in the existing pattern of Central loan assistance is found possible.

Technical Manpower Resources

*222. **Shri Sham Lal Saraf:** Will the Minister of **Planning** be pleased to state:

(a) whether man-power resources at the technical, skilled and semi-skilled levels, to meet the requirements of the present Third Five Year Plan and the approaching Fourth Plan have been assessed; and

(b) how far short-falls in the said requirements have held back progress in work and which sectors have been affected the most?

The Deputy Minister in the Ministry of Labour and Employment and for Planning (Shri C. R. Pattabhi Raman): (a) Yes, Sir.

(b) The sectors in which the short-falls have led to slow progress are indicated in the Planning Commission Report on the Third Plan Mid-term Appraisal. Detailed information about the extent to which various sectors have been affected is being collected.

Drinking Water Supply

*223. **Shri Harish Chandra Mathur:** Will the Minister of **Health** be pleased to state:

(a) the up-to-date expenditure on drinking water in rural and urban areas separately during Third Plan period; and

(b) the steps being taken to accelerate the pace of work?

The Minister of Health (Dr. Sushila Nayar): (a) and (b). A statement containing the required information is laid on the Table of the House. [*Placed in Library. See* No. LT-2352/64].

राज्य योजना बोर्ड

*२२४. **श्री सिद्धेश्वर प्रसाद** : क्या योजना मंत्री १८ नवम्बर, १९६३ के तारांकित प्रश्न संख्या ८ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि अब तक किन राज्यों में योजना बोर्डों का गठन हो चुका है ?

श्रम और रोजगार मंत्रालय में उपमंत्री तथा योजना उपमंत्री (श्री चे० रा० पट्टाभिरामन): उड़ीसा, पंजाब, राजस्थान, बिहार और जम्मू तथा काश्मीर में राज्य योजना बोर्ड गठित किये जा चुके हैं ।

Foreign Exchange Reserve

*225. **Shri Hari Vishnu Kamath:**
Shri Yashpal Singh:
Shri D. C. Sharma:
Shri Maheswar Naik:
Shri P. C. Borooah:
Shri Ramanathan Chettia-

Will the Minister of **Finance** be pleased to state:

(a) the present position of our foreign exchange reserves;

(b) how it compares with the position twelve months ago;

(c) whether any relaxation of measures imposed in 1962 to conserve foreign exchange is contemplated; and

(d) if so, broad outlines thereof?

The Deputy Minister in the Ministry of Finance (Shrimati Tarkeshwari Sinha): (a) and (b). India's foreign exchange reserves (excluding the gold held by Reserve Bank of India) amounted to Rs. 182.67 crores on the 14th February 1964—the last date for which information is available—as against Rs. 147.81 crores on the 15th February, 1963.

This apparent improvement in our foreign exchange reserves has, however, to be adjudged in light of our obligations abroad. In respect of principal repayments and interest due, our obligations in the twelve months period following 14th February 1964 are approximately Rs. 50 crores more than in the twelve months period following 15th February, 1963.

(c) No, Sir.

(d) Does not arise.

American Investment in India

*226. **Shri Maheswar Naik:**
Shri Surendranath Dwivedy:
Shri Yashpal Singh:
Shri D. D. Puri:
Shri P. R. Chakraverti:
Shri Onkar Lal Berwa:

Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that American businessmen have recently shown considerable disinclination for investment in India;

(b) whether they have pointed out any special difficulty for investment in our country; and

(c) if so, the difficulties and the steps taken to remove them?

The Deputy Minister in the Ministry of Finance (Shrimati Tarkeshwari Sinha): (a) No, Sir. Not that we know of.

(b) and (c). No such special difficulty has been pointed out.

Squatters in Delhi

227. **Shri P. C. Borooah:**
Shri Ram Harkh Yadav:
Shri P. R. Chakraverti:

Will the Minister of **Works, Housing and Rehabilitation** be pleased to state:

(a) whether an 18-month programme for removal of squatters from

public lands in Delhi and New Delhi has been recently launched; and

(b) if so, the broad features of the programme?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) and (b). On the 22nd January 1964, a meeting was held by the Minister for Works, Housing and Rehabilitation with the Mayor and some Members of Delhi Municipal Corporation. At this meeting, representatives of the Delhi Administration, the Delhi Development Authority and Bharat Sevak Samaj were present. It was decided that "the Corporation will provide about 2000 camping plots per month beginning from February 1964, so that the problem is liquidated within the next 18 months or so. They will provide basic amenities in these colonies, consisting of approach roads, street lights, water supply and community latrines and baths. They will also provide primary schools in tents and mobile medical facilities, if these services are not available in the neighbourhood".

Dearness Allowance

228. **Shri Hari Vishnu Kamath:**
Shri Vishram Prasad:
Shri Bhagwat Jha Azad:
Shrimati Savitri Nigam:
Shri Yashpal Singh:
Shri P. C. Borooah:
Shri Indrajit Gupta:
Shri S. M. Banerjee:
Shri Nath Pai:
Shri Shiv Charan Gupta:
Shri Subodh Hansda:
Shri Mohan Swarup:
Shrimati Renu Chakravarty:
Shri Ram Harkh Yadav:
Shri Onkar Lal Berwa:
Shri E. Madhusudan Rao:
Shri Daliit Singh:
Shri Bibhuti Mishra:
Shrimati Maimoona Sultan:

Will the Minister of **Finance** be pleased to state:

(a) whether an upward revision of Dearness Allowance to Central Government employees is contemplated;

(b) if so, its quantum; and

(c) whether it will be admissible with retrospective effect?

The Deputy Minister in the Ministry of Finance (Shrimati Tarkeshwari Sinha): (a) to (c). Sir, I lay on the Table a copy of the order and a Press Note issued on this subject on the 6th February, 1964. [*Placed in Library. See* No. LT-2353/64].

Relaxation in Foreign Exchange Facilities

399. Shri Sham Lal Saraf: Will the Minister of **Finance** be pleased to state:

(a) whether any relaxation has been made in the matter of allowing Indian nationals, engaged in business or service abroad, to carry reasonable amount of foreign exchange with them while going back for work abroad; and

(b) if so, the details thereof?

The Minister of Finance (Shri T. T. Krishnamachari): (a) No, Sir. However, the extant regulations already provide that any person not ordinarily resident in India may take out of the country foreign currency not exceeding the amount of foreign currency brought in and declared by him on arrival.

(b) Question does not arise.

Irrigation Schemes in Bihar

400. Shri Himatsingka: Will the Minister of **Irrigation and Power** be pleased to state:

(a) the amount given by the Centre to the State of Bihar for Irrigation Schemes during the First, Second and Third Five Year Plans; and

(b) the amount actually spent by the State on those irrigation schemes?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) and (b). The requisite information is being collected and will be laid on the Table of the House.

Staff Quarters in Madras

401. Shri V. V. Thevar: Will the Minister of **Works, Housing and Rehabilitation** be pleased to state:

(a) whether the land for the construction of staff quarters for the Central Government staff at Madras has been acquired;

(b) if so, the present position in regard to execution of this project; and

(c) the target date fixed for its completion?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) Land measuring about 9·4 acres has been acquired and efforts are being made to acquire more land.

(b) and (c). Construction work on 30 type V quarters has commenced, and construction work on 12 type VI quarters will commence shortly. Construction of these is expected to be completed some time next year.

Indian Currency with Foreign Government

402. Shri Harish Chandra Mathur: Will the Minister of **Finance** be pleased to state:

(a) the amount of Indian currency in the hands of foreign Governments and foreign concerns; and

(b) the manner in which the money is used and controlled?

The Minister of Finance (Shri T. T. Krishnamachari): (a) and (b). Presumably the Honourable Member wishes to know the amount of Indian currency holdings of a similar nature of the Counterpart Rupee Funds generated under the PL 480 Programme. As far as the USA is concerned such Counterpart Rupee Funds as on 31st October 1963 amounted to Rs. 822·81 crores of which Rs. 175 crores has been reserved for US uses. The balance is deposited with the Reserve Bank of India in a special account and is to be utilised in the form of loans and grants for developmental projects in India.

There are some other foreign Governments holding similar Rupee Funds but in much smaller amounts and information about this would be collected and laid on the Table of the House.

As far as the normal bank balance, deposits, securities etc., held in India by foreign Missions and firms, wholly or partly owned by foreigners are concerned, it is regretted it is not possible to obtain these details in view of the confidential nature of the banker-customer relationship.

Calcutta Stock Exchange

403. { Shri Warior: / Shri Vasudevan Nair: / Shri Daji:

Will the Minister of **Finance** be pleased to state:

(a) whether Government have considered the request of the Calcutta Stock Exchange to allow it to take part in the Unit Trust Scheme; and

(b) if so, the decision taken in this respect?

The Minister of Finance (Shri T. T. Krishnamachari): (a) and (b). A representation was received from the Calcutta Stock Exchange, suggesting that recognised stock exchanges in India should be included among the contributories to the initial capital of the Unit Trust of India. The suggestion was examined by Government, but was not ultimately accepted.

Sea Erosion

404. { **Shri Warior:** / **Shri Vasudevan Nair:** / **Shri Yashpal Singh:** }

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the method of artificial nourishment has already been started in Alleppey sea-coast to check erosion; and

(b) if so, the result thereof?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) No. Arrangements are under way to try the new method in one or two reaches.

(b) Does not arise.

Western Kosi Canal

405. { **Shri Shree Narayan Das:** / **Shri Sidheshwar Prasad:** }

Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Unstarred Question No. 462 on the 10th August, 1962 and state:

(a) whether modification in the alignment of Western Kosi Canal as suggested by the Nepal Government has been finally considered;

(b) if so, the present position in that regard; and

(c) whether there has been any progress towards the construction of the canal?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) and (b). The alignment of the Western Kosi Canal has not yet been finalised. The matter is still under discussion with the concerned authorities of His Majesty's Government of Nepal.

(c) No. Only preliminary works like construction of buildings have been done.

Ethionamide Drug

406. **Shri R. G. Dubey:** Will the Minister of **Health** be pleased to state:

(a) whether the attention of Government has been drawn to the warning given by Mr. R. Weed, General Manager, May and Baker Ltd., England, that pregnant women should not be given Ethionamide, a drug used for the treatment of T.B. as the same might cause harm to unborn children; and

(b) if so, the action taken in the matter?

The Minister of Health (Dr. Sushila Nayar): (a) Yes. In November, 1963, M/s. May and Baker (India) Private Ltd., Bombay informed the Government of India of the results of embryopathy studies carried out with Ethionamide in animals by their principals in the United Kingdom which showed abnormalities in animals treated with large doses. Further reports showed that 28 women who received Ethionamide during pregnancy, gave birth to normal infants and that it was therefore difficult to conclude whether the findings in animals experiments have any clinical implications.

However, as a measure of caution, M/s May & Baker, England issued a circular recommending to the medical profession that "the drug Ethionamide be withheld from women who are pregnant or likely to become pregnant unless the cilincian considers it to be an essential part of their treatment." They have also amended to this effect the technical literature on this drug.

(b) M/s May & Baker (India) at Bombay proposed to issue a similar circular to the medical profession in India and to amend the literature on the drug on the same lines as in the U.K. and their proposal has been approved. It may be added that the drug is not being commercially marketted in India, but its import for

personal use is being recommended in resistant cases on the basis of medical advice.

Visit of West German Team of Experts

407. Shri P. C. Borooah: Will the Minister of **Finance** be pleased to state:

(a) whether a West German team of experts headed by their Minister for Economic Co-operation recently visited the country; and

(b) if so, the result of the visit?

The Minister of Finance (Shri T. T. Krishnamachari): (a) The Minister for Economic Co-operation, Federal Republic of Germany, accompanied by a team of senior officials paid a visit to India during November-December, 1963, on the invitation of the Government of India.

(b) Discussions between the visiting delegation and Indian Ministers and officials covered a wide field of possibilities of economic co-operation between the two countries. During the German Minister's stay in Delhi an inter-governmental agreement providing for the utilisation of DM 336·6 million credit (Rs. 40·06 crores) for 1963-64 was signed. Agreement was also reached for remittance facilities for a total amount not exceeding Rs. 63 lakhs in respect of the German pre-war assets in India.

नासिक सिक्युरिटी प्रेस

४०८. **श्री प्रकाशवीर शास्त्री :** क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या नासिक सिक्युरिटी प्रेस में बड़े दिन के कार्ड छपाये जाने के सम्बंध में जांच पूरी हो गई है; और

(ख) यदि हां, तो उसका क्या परिणाम निकला ?

वित्त मंत्री (श्री ति० त० कृष्णमाचारी) : (क) जी हां ।

(ख) चूंकि इंडिया सिक्युरिटी प्रेस नासिक रोड पर बस्ती से बहुत दूर स्थित है, इसलिए प्रेस में यह रिवाज था कि कभी कभी प्रेस के कर्मचारियों के निजी काम नियमित कार्यों के आर्डरों के आधार पर कर दिये जाते थे और इस प्रकार किये गये कामों के पैसे ले लिये जाते थे । मास्टर, इंडिया सिक्युरिटी प्रेस के लिए क्रिसमस ग्रीटिंग कार्ड, इसी प्रथा के अनुसार, पैसे लेकर छापे गये थे । अभी हाल ही में यह आदेश दिया गया है कि इंडिया सिक्यूरिटी प्रेस में प्रेस के कर्मचारियों का कोई निजी काम नहीं लिया जाना चाहिए, चाहे उसके लिए अदायगी की जानी हो या नहीं ।

Pre-Fab Housing Factory

409. **Shri B. P. Yadava:**
Shri Dhaon:
Shri Bishanchander Seth:
Shri Onkar Lal Berwa:
Shri D. C. Sharma:

Will the Minister of **Works, Housing and Rehabilitation** be pleased to refer to the reply given to Starred Question No. 109 on the 21st November 1963 and state:

(a) whether the team of officers has been sent to the U.S.S.R. and Czechoslovakia to inspect the types of prefabrication plants;

(b) if so, whether the team has submitted any report; and

(c) when the work on setting up the pre-fabricated housing factory is likely to start?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) Not yet.

(b) and (c). Do not arise.

L.I.C. Business

410. **Shri Maheswar Naik:**
Shri Bhagwat Jha Azad:

Will the Minister of **Finance** be pleased to state:

(a) the total business secured by the Life Insurance Corporation, the

claims paid and those remaining outstanding during 1962-63 and how the figures under these heads compare with the preceding year;

(b) whether it is a fact that the new business of the year in question relates largely to the "non-medical' business; and

(c) how the "non-medical" business differs from the normal business of the Life Insurance Corporation and how the risk is covered under this Scheme?

The Minister of Finance (Shri T. T. Krishnamachari): (a) The details which are required are indicated below:

	(Rupees in crores) 1961-62	1962-63
Total business secured	617·26	707·72
Claims paid	33·29	35·83
Claims outstanding at the end of the period.	13·72	13·55

(b) No.

(c) Under the non-medical schemes, an individual insuring his life is not required to undergo any medical examination. The maximum amount for which a policy can be issued is, however, limited to Rs. 5000 in the case of approved employees and Rs. 2000 in the case of other persons. In the case of illiterate policyholders, the Corporation retains a lien on the assured amount for a period of one year from the date of issue of the policies.

Jhuggis and Jhompris on Railway Land

411. Shri Shiv Charan Gupta: Will the Minister of **Works, Housing and Rehabilitation** be pleased to state:

(a) the number of jhuggis and jhompris on railway land in Delhi;

(b) whether it is a fact that the people are living in sub-human conditions and there have been several fatal accidents also; and

(c) if so, when Government propose to shift them from there and rehabilitate them?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) to (c). According to the census of June-July, 1960 the number of families unauthorizedly occupying Railway lands in Delhi was about 2,750. Since they occupied undeveloped lands in a haphazard manner, their living conditions are not satisfactory; but no reports have been received about any fatal accidents. These families will be provided alternative accommodation under the Jhuggis and Jhompris Removal Scheme when their turn comes under the sector-wise clearance programme.

D. Ps. in Gurki Mandi, Delhi

412. Shri Shiv Charan Gupta: Will the Minister of **Works, Housing and Rehabilitation** be pleased to refer to the reply given to Unstarred Question No. 1175 on the 29th August, 1963 and state:

(a) the progress made in the construction of 170 tenements for Displaced Persons in Gurki Mandi, Delhi; and

(b) how much amount has been paid during 1961-62 and 1962-63 to the Delhi Corporation for this purpose?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) Construction of tenements in six blocks has come up to plinth level.

(b) Nil.

Occupational and Physio Therapists

413. Shrimati Savitri Nigam: Will the Minister of **Health** be pleased to state the highest salary given to the occupational and Physio Therapists in Central Government run organisations and hospitals?

The Minister of Health (Dr. Sushila Nayar): The information is given in the statement laid on the table of the House. [*Placed in Library. See* No. LT-2354/64].

Electric Crematorium in Delhi

414. { **Shrimati Savitri Nigam:** / **Shri M. L. Dwivedi:**

Will the Minister of **Health** be pleased to refer to the reply given to Unstarred Question No. 1275 on 28th March, 1963 and state the latest position regarding the electric crematorium for Delhi?

The Minister of Health (Dr. Sushila Nayar): The building work of the Crematorium is nearly complete Messrs. Voltas who have supplied the equipment have been requested to arrange for its installation and the Crematorium is expected to be put into commission by about June-July 1964.

Research-cum-Training Institute for Filariasis

415. Shri G. Mohanty: Will the Minister of **Health** be pleased to state:

(a) whether any Research-*cum*-Training Institute to deal with Filariasis has been established in Orissa; and

(b) whether it has evolved any formula or method for dealing with the disease?

The Minister of Health (Dr. Sushila Nayar): (a) No.

(b) Does not arise.

Gift of Medical Books from Germany to the All India Institute of Medical Sciences

416. { **Shri Subodh Hansda:** / **Shri S. C. Samanta:** / **Dr. P. N. Khan:** / **Shri M. L. Dwivedi:**

Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that the All India Institute of Medical Sciences, New Delhi has received some rare medical books as gifts from Germany;

(b) if so, whether these books are written in English or German language; and

(c) if these books are in German language whether they will be translated into English to help all the medical students?

The Minister of Health (Dr. Sushila Nayar): (a) Yes, it is a fact that 343 German medical books were presented by the West German Embassy to the All India Institute of Medical Sciences on the 23rd December, 1963. These medical books are the current editions of some of the important medical books in German which were a part of the "German books Exhibition in India" held in 1960-61.

(b) Out of these 343 books, 322 are in German, 2 are in English and the remaining 19 are in German with English translation side by side.

(c) At present there is no proposal to translate the books in German language into English. The books in German language will be used by some of the members of the teaching staff who are conversant with that language.

Gramdan

417. { **Shri Subodh Hansda:** / **Shri S. C. Samanta:** / **Dr. P. N. Khan:** / **Shri M. L. Dwivedi:**

Will the Minister of **Planning** be pleased to state:

(a) whether Gramdan has not been valid due to want of legislation in the States:

(b) if so, the steps Government have taken to make it legally valid;

(c) the number of villages obtained so far; and

(d) how these villages have been administered?

The Minister of Planning (Shri B. R. Bhagat): (a) to (d). 5794 villages are reported to have been donated up to September, 1963.

A draft Gramdan Bill for facilitating verfication, establishment and management of Gramdan villages, was prepared in consultation with the representatives of the Sarva Seva Sangh and circulated among the State Governments. Gramdan legislation has been enacted in Assam and Rajasthan. In Madras, the Bhoodan Act includes provisions for management of Gramdan lands. In Bihar and Orissa, the Bhoodan laws have been amended to enable allotment of lands in Gramdan villages to the community as a whole for purposes of management. In Andhra Pradesh and West Bengal, Bills have been introduced. Pending enactment of special legislation, cooperative societies have been formed, in some States with special bye-laws for administration of Gramdan lands.

Matters relating to development of Gramdan villages were reviewed at a meeting held on November 2 and 3, 1963. Representatives of State Governments and of the All India Sarva Seva Sangh were present at the meeting. It was decided that States which had not enacted Gramdan legislation should do so at an early date. The decision of the meeting has been communicated to the State Governments for their consideration and necessary action.

Family Planning in Kerala

418. Shri P. Kunhan: Will the Minister of Health be pleased to state:

(a) the total financial assistance so far given to Kerala Government for family planning programmes in the State during the Third Plan;

(b) how much of this amount has been utilised so far, and

(c) the progress so far made by the State in implementing these programmes?

The Minister of Health (Dr. Sushila Nayar): (a) The total financial assistance so far given to the Kerala Government for family planning programme in the State during the Third Plan is Rs. 13.496 lakhs.

(b) A sum of Rs. 13·16 lakhs has been utilised so far.

(c) The progress so far made by the State in implementing these programmes is as detailed below:—

(i) 250 Family Welfare Planning Centres and one Mobile Surgical Unit have been set up.

(ii) Three Regional Family Planning Officers at Quilon, Ernakulam and Calicut have been appointed.

(iii) 23,636 cases of sterilisation operations were conducted during the III Five Year Plan upto end of December, 1963.

(iv) 10,63,715 persons were contacted for family planning education and 4,38,408 persons were given advice on family planning.

(v) 1,18,039 persons are following family planning methods and the Clinical attendance is 2,04,391.

Kothagudam Thermal Plant

419. Shri Eswara Reddy: Will the Minister of Irrigation and Power be pleased to state:

(a) the amount spent up to the end of January, 1964 for the construction of Kothagudam Thermal Plant;

(b) when the construction of aerial ropeway for transporting coal from the collieries to the plant will be taken up; and

(c) whether the plant is likely to be commissioned by the end of Third Plan period?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Rs. 73 lakhs.

(b) During 1965.

(c) Yes. The first 60 MW generating unit is expected to be commissioned during January-March, 1966, and the second similar unit in April-June, 1966.

Pong Dam

420. Shri Hem Raj: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that the demarcation for displacing the population of the Pong Dam has only been done to the level of 1410 feet;

(b) whether it is a also a fact that due to the filling up of the reservoir the adjoining land and houses on both banks of the lake upto the depth of three or four miles in the interior will be affected and damaged by water seepage and water logging; and

(c) if so, whether any policy has been framed for declaring such people to be oustees?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) to c). Whereas the designed full reservoir level in the lake is 1400, land and houses are being acquired upto 1430 level. No damage to the lands and properties is expected from water seepage and water logging above 1430 level.

Beas and Sutlej Beas Lnk Dams

421. Shri Hem Raj: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether any definition of "oustee" has been made by the Beas Control Board in respect of the persons who will be displaced by the construction of the Beas and Sutlej Beas link dams;

(b) if so, what; and

(c) whether any policy decision has been taken for the fixation of the price of the land in Rajasthan on which these oustees are going to be rehabilitated or resettled?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) No.

(b) Does not arise.

(c) Not yet. This is under consideration.

Compensatory Allowance for P. & T. Employees

422. **Shri Hem Raj:**
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri N. R. Laskar:
Shri Maheswar Naik:

Will the Minister of **Finance** be pleased to state whether it is a fact that the Central Government propose to extend the same benefit to its employees posted in the hilly areas as has been extended by the Punjab Government to its employees?

The Minister of Finance (Shri T. T. Krishnamachari): No, Sir; the matter has to be examined.

भारत में दन्त-चिकित्सा

४२३. **श्री ओंकार लाल बेरवा :** क्या **स्वास्थ्य** मंत्री यह बताने की कृपा करेंगी कि :

(क) क्या यह सच है कि भारत में अभी दन्त चिकित्सा के सामान की भारी कमी है;

(ख) यदि हां, तो इस समय कितना सामान बाहर से मंगाया जाता है; और

(ग) अब इसके लिये कौन कौन से सामान देश में बनाने का निर्णय किया गया है ?

स्वास्थ्य मंत्री (डा० सुशीला नायर) : (क) जी हां ।

(ख) पिछले तीन वर्षों (१९६०-६३) में जो सामान आयात किया गया उसका औसत मूल्य १०,४५,००० रुपये है ।

(ग) कुछ सामान पहले से ही बनाया जा रहा है । दन्तचिकित्सा का सब प्रकार का साजसामान और औजार देश में ही बनाने का विचार है । आशा है एक भारतीय फर्म, जिसे एक ब्रिटिश फर्म के सहयोग से दन्त-चिकित्सा का साज-सामान बनाने का लाइसेंस दिया गया है, इस वर्ष डेंटल कुर्सियां, डेंटल यनिट, एरोटर और इसके उपकरण बनाने लग जायगी । दांतों के उपचार या उन्हें निकालने, दन्त साकेटों के आपरेशन और नकली दांत बनाने के लिये जिन औजारों और साधनों की जरूरत होती है उनके निर्माण की योजनायें भी चल रही हैं ।

दिल्ली में सोने के तस्कर व्यापारियों की गिरफ्तारी

४२४. **श्री ओंकार लाल बेरवा :** क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि १२ दिसम्बर, १९६३ को दिल्ली में सोने के तस्कर व्यापारियों का एक दल पकड़ा गया था;

(ख) यदि हां, तो इस दल ने अब तक कितने रुपये के सोने का तस्कर-व्यापार किया;

(ग) इस दल में कितने व्यक्ति थे; और

(घ) क्या उन में कोई विदेशी भी था ?

वित्त मंत्री (श्री ति० त० कृष्णमाचारी): (क) जी, नहीं ।

(ख) से (ग). यह सवाल पैदा ही नहीं होता ।

Income Tax Arrears at Kanpur

425. **Shri S. M. Banerjee:** Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that major portion of income tax arrears at Kanpur was realised in 1963;

(b) if so, the total amount realised; and

(c) the amount still outstanding?

The Minister of Finance (Shri T. T. Krishnamachari): (a) No, Sir;

(b) the arrears realised from 1st April, 1963 to 31st December, 1963 amounted to Rs. 39.79 lacs.

(c) Rs. 5,94.46 lacs.

Beas Dam

426. **Shri Hem Raj:** Will the Minister of **Irrigation and Power** be pleased to the reply given to Unstarred Question No. 755 on the 28th November, 1963 and state:

(a) the recommendations made by the team of U.S. Agency for International Development on Beas Dam;

(b) the recommendations which have been accepted by Government; and

(c) the likely cost involved in implementing these recommendations?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) The report of the U.S. Team on the Beas project is in the nature of a general technical appraisal of the Project, at the instance of A.I.D., in connection with the grant of loan for the Project. This report by the Team is for A.I.D. authorities although a copy has also been received by the Government of India. The question of grant of a loan for the project is still under consideration with the concerned authorities viz. A.I.D. and I.B.R.D.

(b) and (c). Do not arise.

Employees of Audit and Accounts Department

427. Shri Vasudevan Nair: Will the Minister of **Finance** be pleased to state:

(a) the number of employees of the Audit and Accounts Department still kept out of service following the last strike;

(b) whether the All India Audit and Accounts Association has been given recognition; and

(c) if not, the reasons therefor?

The Minister of Finance (Shri T. T. Krishnamachari): (a) 43.

(b) and (c). It is presumed that the Hon'ble Member is referring to the All ndia Non-Gazetted Audit and Accounts Association. The question of restoring the recognition of this Association does not arise so long as it continues the type of activities for which its recognition has been withdrawn.

Contraceptives for Family Planning

428. Shrimati Renu Chakravartty: Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that Government are producing rubber centraceptives of satisfactory quality needed for the family planning programme;

(b) the production capacity and how much is actually being produced;

(c) whether indigenous rubber manufactures have been approached and helped to produce the requisite standard material;

(d) if so, the result thereof; and

(e) the foreign exchange being expended on imports?

The Minister of Health (Dr. Sushila Nayar): (a) The Government of India are not producing rubber contraceptives in the Public Sector. However, licences have been issued to private manufacturers for production of rubber contraceptives. The quality has generally speaking not been satisfactory in most cases in the past.

(b) Does not arise.

(c) Yes.

(d) One Unit (borne on the Directorate General, Technical Development Registrar) is currently producing rubber contraceptives. Their product will be tested for general use soon.

Three units under the small scale industries scheme have started producing contraceptives. One rubber contraceptive has been tested and found satisfactory.

(e) Foreign Exchange amounting to Rs. 28·27 lakhs during 1961-62, Rs. 23·68 lakhs during 1962-63 and Rs. 7·36 lakhs during the half year, April, 1963 to September, 1963 was spent on the import of rubber contraceptives.

Chit Fund Rules

429. Shri P. C. Borooah: Will the Minister of **Finance** be pleased to refer to the reply given to Unstarred Question No. 295 on the 21st November, 1963 and state:

(a) whether any reply has since been received from Madras Government in regard to framing of rules under the Madras Chit Funds Act, 1961; and

(b) the further action taken in the matter?

The Minister of Finance (Shri T. T. Krishnamachari): (a) The Government of Madras has not yet framed rules under the Madras Chit Funds Act, 1961, or brought the Act into force. It has, however, been ascertained that it is the intention that

the Act should be brought into force; along with rules, as early as possible.

(b) Further action, in pursuance of the notification which was issued some time ago extending the Madras Chit Funds Act, 1961 to the Union territory of Delhi will be taken as soon as the Act has been brought into force in the State of Madras.

Powerloom Industry

430. Shri Bade: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that in powerloom industry the traders in cotton cloth from powerloom are considered as "matter weavers" for taxation purposes;

(b) if so, whether it is also a fact that these traders are financiers of the industry and due to excise duty they have refused to finance the industry; and

(c) the steps Government have taken to finance the weavers of the powerloom industry as regards money and raw material?

The Minister of Finance (Shri T. T. Krishnamachari): (a) The reply is in the negative. Central Excise duty is leviable on the cloth manufactured and the Rules require that such cloth would not be removed from the place of manufacture without payment of duty as due. The trader, as such, does not, therefore, normally enter into the picture.

(b) Does not arise.

(c) The working of powerloom industry is presently the subject of an enquiry by a Powerloom Enquiry Committee headed by Shri Ashoka Mehta. This Committee is expected to submit its report by the end of next month. Pending that enquiry the Government of India have not taken any steps to finance the weavers of the powerloom industry as regards money and/or raw materials.

Refugees Settled in Dandakaraya

431. Shri Sham Lal Saraf: Will the Minister of Works, Housing and Rehabilitation be pleased to state:

(a) whether the refugee families from East Pakistan, settled in Dandakarnya, have been engaging themselves in agricultural pursuits; and

(b) whether the facilities of water supply for irrigation, better seeds, fertilisers and bullocks have been provided to them?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) and (b). Yes. Attention is also invited to the progress reports on the Dandakaranya Development Scheme circulated to the Hon'ble Members from time to time.

Dental Colleges

432. Shri Vishwa Nath Pandey: Will the Minister of Health be pleased to state:

(a) whether it is a fact that Government have a proposal for establishing more Dental Colleges in India;

(b) if so, when they will be established and at which places; and

(c) the total cost involved therein?

The Minister of Health (Dr. Sushila Nayar): (a) to (c). The Government of Maharashtra propose to establish a Dental College at Nagpur during the period of the Third Year Plan at an estimated cost of Rs. 10.34 lakhs.

Proposals for the Fourth Plan are still being worked out.

Pong Dam and Sutlej Beas Link

433. Shri Daljit Singh: Will the Minister of Irrigation and power be pleased to refer to the reply given to Unstarred Question No. 1565 on the 12th December, 1963 and state:

(a) whether the proportionate cost involved for the construction of the Pong Dam and Sutlej Beas Link to be shared by the beneficiary State has been finalised; and

(b) if not, when it will be finalised?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) and (b). Without prejudice to any final decisions that may be taken in regard to the sharing of costs of the two Units of the Beas Projects i.e. (Pong Dam and Beas-Sutlej Link) between Punjab and Rajasthan, the following *ad-hoc* percentages for shares in the total costs and power benefits of the Beas Project have been agreed upon:—

	Punjab	Rajasthan
Pong Dam	32	68
Beas-Sutlej Link	85	15

Refund Claims of Shipping Companies

434. **Shri Dhaon:**
Shri Bishanchander Seth:
Shri B. P. Yadava:

Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that Union Government have given instructions to the Income Tax Department to expedite the disposal of the refund claims of foreign shipping companies;

(b) if so, when the instructions were issued; and

(c) in how many cases the action has been taken and how many are still left?

The Minister of Finance (Shri T. T. Krishnamachari): (a) Yes, Sir.

(b) Earlier instructions on the subject had been issued in June, 1950. Fresh instructions in the matter were issued on 19th December, 1963.

(c) The position since the issue of the recent instructions of 19th December, 1963, is as under:

(i) Total number of cases pending for action on 19th December, 1963 ..	77
(ii) Number of cases in which action has since been finalised ..	15
(iii) Number of cases in which action is still in progress ..	62

Funds for Agriculture

435. **Shrimati Jyotsna Chanda:** Will the Minister of **Planning** be pleased to state:

(a) whether the Planning Commission has provided more funds for agricultural programme during 1964-65; and

(b) if so, the amount thereof and its distribution, State-wise?

The Minister of Planning (Shri B. R. Bhagat): (a) and (b). The outlay approved for the various programmes included in the Agriculture Sector for the various schemes in 1964-65 is Rs. 146·7 crores as compared to the finally approved outlay of Rs. 127.5 crores for 1963-64. State-wise distribution is given in the Statement laid on the Table of the House. [*Placed in Library. See* No. LT-2355/64].

Proposals for further additional outlay of 1964-65 is under consideration.

Primary Health Centres

436. **Shri Subodh Hansda:** Will the Minister of **Health** be pleased to state:

(a) whether all the Community Development Blocks in various States have been provided with Primary Health Centres;

(b) if not, the shortage at present;

(c) the reasons for not providing these with such Centres; and

(d) whether this will be fulfilled during the Third Plan period?

The Minister of Health (Dr. Sushila Nayar): (a) No.

(b) The total number of blocks on the 30th June, 1963, was 4523. Against this 3510 Primary Health Centres were functioning in the country on that date.

(c) The establishment of Primary Health Centres is not initiated until the block has entered into Stage. I Experience has shown that it takes 12-18 months to establish a Primary Health Centre after the block has entered into Stage I. Delay in the establishment of Primary Health Centres is due also to (i) the delay in the execution of building programme, including staff quarters; (ii) difficulty in recruitment of trained personnel, particularly women; and (iii) unattractive scales of pay.

(d) Yes; it is hoped that this will be done.

Sharavati Power

437. Shri S. B. Patil: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the Mysore Government have asked for an additional allocation for stepping up the production of Sharavati power in the State during the Third Five Year Plan; and

(b) if so, the action taken by Government in this connection?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a). Yes, the State Govt. asked for an additional outlay of Rs. 30.33 crores for the Sharavati and other power schemes of the Third Plan, in October, 1963.

b) An additional assistance of Rs. 3.5 crores was approved for 1963-64.

Tax Arrears in Mysore

438. Shri S. B. Patil: Will the Minister of **Finance** be pleased to state:

(a) the total amount of Income-tax, Central Sales-tax and other Central Taxes dues which have not been recovered by Government in Mysore State so far; and

(b) the specific steps taken to recover the arrears?

The Minister of Finance (Shri T. T. Krishnamachari): (a) The required information is given below:—

	Rs.
(i) Effective arrears of Income-tax as on 31.12.1963 ..	2,84,79,000
(ii) Arrears of Central Sales Tax as on 30.9.1963 ..	13,77,043

The information in respect of other Central Taxes is being collected and will be laid on the Table of the Sabha.

(b) All possible steps provided for in the Income-tax Act, 1961 and the Central Sales Tax Act, 1956 are being taken to realise the arrears.

Assessment of Taxes in Mysore

439. Shri S. B. Patil: Will the Minister of **Finance** be pleased to state:

(a) the total assessment made in respect of Income tax, Estate Duty and Wealth Tax separately in Mysore State during the last three years ending 31st March, 1963; and

(b) the amount of recoveries made in respect of each during the same period?

The Minister of Finance (Shri T. T. Krishnamachari): (a) The total demand raised in respect of Income-tax, Estate Duty and Wealth Tax in Mysore State during the last three years ending 31st March, 1963 is as under:

	(In thousands)
Income-tax. ..	Rs. 26,26,62
Estate Duty. ..	Rs. 67,52
Wealth Tax. ..	Rs. 87,88

(b) the total amount recovered during the same period is given below:

	(In thousands)
Income-tax. ..	Rs. 22,79,89
Estate Duty. ..	Rs. 54,86
Wealth-tax. ..	Rs. 63,36

Primary Health Centres in Madras State

440. Shri M. Malaichami: Will the Minister of Health be pleased to state:

(a) the number of Primary Health Centres functioning at present in Madras State;

(b) the number of Primary Health Centres proposed to be opened during 1964-65; and

(c) the amount allotted for the purpose?

The Minister of Health (Dr. Sushila Nayar): (a) 137.

(b) 18.

(c) Rs. 10 lakhs.

Multi-Storeyed Office Buildings

441. Shri E. Madhusudan Rao: Will the Minister of Works, Housing and Rehabilitation be pleased to state:

(a) whether there is any proposal to construct multi-storeyed office buildings on both sides of Raj Path from Central Secretariat to India Gate; and

(b) if so, the details thereof?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) and (b). Two multi-storeyed office buildings are being constructed one on each side of Raj Path at No. 1, Dr. Rajendra Prasad Road and at No. 2, Maulana Azad Road. The approximate cost of these two buildings will be about Rs. 4 crores. These will provide about 11.32 lakh square feet of office accommodation.

New Mint

442. Shri Birendra Bahadur Singh: Will the Minister of Finance be pleased to state:

(a) whether Government propose to put up a new mint in the country;

(b) if so, the places being considered for this; and

(c) when a final decision in this regard is expected?

The Minister of Finance (Shri T. T. Krishnamachari): (a) Yes, Sir.

(b) and (c). We are considering the location of the New Mint near the Kolar Gold Fields. A final decision can be taken only after receipt of the project report from the Mint Master, Hyderabad.

12.21 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

INDIAN REPATRIATES FROM NEWLY INDEPENDENT COUNTRIES OF AFRICA

Shri Harish Chandra Mathur (Jalore): I call the attention of the Prime Minister to the following matter of urgent public importance and I request that he may make a statement thereon:—

> The Indian repatriates from newly independent countries of Africa.

The Deputy Minister in the Ministry of External Affairs (Shri Dinesh Singh): The Government is aware that some people of Indian origin employed by the East African Common Services Organization are returning to India from Uganda, Kenya and Tanganyika with their families after having opted for premature retirement under the rules. The number of such officers is estimated at about 1,150. In addition, some employees of the East African Common Services Organization who have been declared redundant before the end of their normal expectation of service as a result of the policy of "Africanisation" wish to return to India for re-settlement. Their number is expected to be about 2,000.

2. Some other persons of Indian origin who are not Government employees, but are resident in East African countries, may also wish to come

[Shri Dinesh Singh]

to India. However, Government of India have no report of any large scale return to India of persons of this category.

3. These persons are returning to India of their own free will and those formerly in services are reported to have been compensated under the rules for their premature retirement. The Government of India have not drawn up any special scheme of assistance to them. Certain relaxations in normal customs and baggage rules in respect of personal effects have already been made for them.

Shri Harish Chandra Mathur: While inviting the attention of the Deputy Minister to a very disparaging statement reported to have been made by the Minister of State in the External Affairs Ministry, which was resented and refuted, may I know whether they have done some re-thinking on this matter and what consideration have they given to the demands made by the delegation which visited this country, asking for special legislation and other demands on the lines of the United Kingdom?

Shri Dinesh Singh: There is no need for re-thinking. So far as the Government of India is concerned, our policy has been very clear on the subject. Those people of Indian origin who wish to stay in Africa and who have made their home in Africa must identify themselves completely with the people of those countries and with the aspirations of those people. Those who wish to come to India and are eligible to come are welcome to come when they want.

Mr. Speaker: Let us proceed to the next item. Papers to be laid on the Table. (*Interruption*).

12.24 hrs.

RE. MOTION FOR ADJOURNMENT

Shri R. Barua (Jorhat): Sir, we have sent an Adjournment Motion about the security of Assam It is of major importance.

Mr. Speaker: Has he not got that letter?

Shri R. Barua: Recently there have been anti-Indian slogans as a result of which orders under section 144 had to be promulgated in Nowgong and some parts of Assam and there is also mounting threat from the Mizo movement. Shillong is yet in trouble and we suspect that there is the Sino-Pak hand behind all these affairs.

Mr. Speaker: I have disallowed that. He cannot raise it in this manner.

Shri Swell (Assam—Autonomous Districts): Sir, I seek your protection and I want your enlightenment. We have information that all these troubles in different parts of the hill areas and the shouting of anti-Indian slogans in Assam have been engineered by a section of the Assam cabinet and high officials of the Government of Assam and that money has passed from the Chinese Government to these people to subvert the law and order situation in Assam,.... (*Interruption*).

Mr. Speaker: Order, order. It is not fair for any hon. Member just to stand up, when I have disallowed the Adjournment Motion, and to begin to discuss the merits or give the facts thereon, in spite of the communication that he has received, namely, that it has been disallowed. I have so many times requested hon. Members that if they have any grievance, they can discuss it with me. But yesterday I got that, and I have conveyed my reaction to that, namely, that it cannot be allowed. Is it the same that was signed by so many Members?

Shri Swell: About 30 Members. We did not have the opportunity of discussing it.

Mr. Speaker: If he just goes into the rules, he will find that it does not relate to one matter, but so many matters have been jumbled together in that. Therefore, it is not possible to allow any adjournment motion on that notice.

Shri Swell: It relates to one matter—the security of the country. I

would like to know whether this House has a right to be exercised over this matter.

Mr. Speaker: This matter of security of the country is too general a subject to be discussed here on an adjournment motion. It is not so specific as can be taken up in the House and discussed on an adjournment motion. I hope he will allow me to proceed now. If he has any thing more to say, he can see me and we can discuss it.

Now, let us proceed—Papers to be laid on the Table.

Shri Harish Chandra Mathur (Jalore): Mr. Speaker, Sir. I was still on my legs and I sat down because there were interventions.

Mr. Speaker: What does he want now?

Shri Harish Chandra Mathur: The statement which has been made by the Deputy Minister shows that possibly he did not know the reference which I made to the reports in the papers. If you will permit me, Sir, I will read two lines from the reports.

Mr. Speaker: I am sorry it would not be possible under this Calling Attention Notice, because only one question is allowed to be put by the hon. Member who has signed the notice.

Shri Harish Chandra Mathur: My one question was based on certain press reports and he has missed those Press reports. If I had started reading those Press reports, you might not have possibly allowed me.

Mr. Speaker: He can send them on to me. I will pass them on to the Minister, get his reaction and inform the hon. Member.

Shri Harish Chandra Mathur: It is for the country and the House that I want to get the answer.

Mr. Speaker: He might give another notice for a discussion or something of that sort and if it is possible to admit that, I will do so. But it cannot be done now in this Calling Attention Notice.

12.27 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATIONS RE: COMPANY LAW BOARD AND AUDIT REPORT AND APPROPRIATION ACCOUNTS, RAILWAYS.

The Minister of Finance (Shri T.T. Krishnamachari): I beg to lay on the Table a copy each of the following papers:—

(1) Notification No. G.S.R. 178 dated the 1st February, 1964 under sub-section (3) of section 637 of the Companies Act, 1956, delegating certain powers and functions of the Central Government under the said Act to the Company Law Board. [*Placed in Library, See No. LT-2338/64*].

(2) The Company Law Board (Procedure) Rules, 1964 published in Notification No. G.S.R. 179 dated the 1st February, 1964, under sub-section (3) of section 642 of the Companies Act, 1956. [*Placed in Library. See No. LT-2339/64.*]

(3) (i) Audit Report, Railways, 1964, under article 151(1) of the Constitution. [*Placed in Library. See No. LT-2340/64.*]

(ii) Appropriation Accounts, Railways, for 1962-63, Part I—Review. [*Placed in Library. See No. LT-2341/64.*]

(iii) Appropriation Accounts, Railways, for 1962-63 Part II—Detailed Appropriation Accounts. [*Placed in Library. See No. LT-2342/64.*]

[Shri T. T. Krishnamachari]

(iv) Block Accounts (including Capital Statements comprising the Loan Accounts), Balance Sheets and Profit and Loss Accounts, Railways, for 1962-63. [*Placed in Library. See No. LT-2343/64.*]

ANNUAL REPORT OF THE DELHI DEVELOPMENT AUTHORITY

The Deputy Minister in the Ministry of Health (Dr. D. S. Raju): On behalf of Dr. Sushila Nayar, I beg to lay on the Table a copy of Annual Report of the Delhi Development Authority for the year 1961-62, under section 26 of the Delhi Development Act, 1957. [*Placed in Library. See No. LT-2344/64.*]

NOTIFICATIONS UNDER THE CUSTOMS ACT, 1962 AND CENTRAL EXCISES AND SALT ACT, 1944.

The Minister of Planning (Shri B. R. Bhagat): I beg to lay on the Table—

(1) A copy each of the following Notifications under section 159 of the Customs Act, 1962 and section 38 of the Central Excises and Salt Act, 1944, making certain further amendments to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960:—

(i) G.S.R. No. 50 dated the 11th January, 1964.

(ii) G.S.R. No. 51 dated the 11th January, 1964.

(iii) G.S.R. No. 87 dated the 18th January, 1964.

(iv) G.S.R. No. 88 dated the 18th January, 1964.

(v) G.S.R. No. 112 dated the 25th January, 1964.

(vi) G.S.R. No. 196 dated the 8th February, 1964.

[*Placed in Library. See No. LT-2345/64.*]

(2) a copy each of the following Notifications under section 159 of the Customs Act, 1962:—

(i) G.S.R. No. 49 dated the 11th January, 1964.

(ii) G.S.R. No. 145 dated the 1st February, 1964.

(iii) G.S.R. No. 146 dated the 1st February, 1964.

(iv) G.S.R. No. 147 dated the 1st February, 1964.

(v) G.S.R. No. 194 dated the 8th February, 1964.

(vi) G.S.R. No. 195 dated the 8th February, 1964.

[*Placed in Library, See No. LT-2346/64.*]

(3) a copy each of the following Notifications under section 38 of the Central Excises and Salt Act, 1944:—

(i) G.S.R. No. 36 dated the 1st January, 1964.

(ii) The Central Excise (First Amendment) Rules, 1964 published in Notification No. G.S.R. 48 dated the 11th January, 1964.

[*Placed in Library. See No. LT-2347/64.*]

PUBLIC DEBT (AMENDMENT) RULES AND ESTATE DUTY (AMENDMENT) RULES, 1964

The Deputy Minister in the Ministry of Finance (Shrimati Tarkeshwari Sinha): Sir, I beg to lay on the Table a copy each of the following Rules:—

(i) The Public Debt (Amendment) Rules, 1964 published in Notification No. G.S.R. 144 dated the 1st February, 1964, under sub-section (3) of section 28 of the Public Debt Act, 1944. [*Placed in Library. See No. LT-2348/64.*]

(ii) The Estate Duty (Amendment) Rules, 1964 published in Notification No. S.O. 419 dated the 1st February, 1964, under sub-section (3) of sec-

tion 85 of the Estate Duty Act, 1963. [*Placed in Library. See No. LT-2349/64.*]

12.29 hrs.

ESTIMATES COMMITTEE

FORTY-FOURTH AND FORTY-FIFTH REPORT:

Shri A. C. Guha (Barasat): Sir, I beg to present the following reports of the Estimates Committee on the Ministry of Railways:—

(1) Forty-fourth Report on Chittaranjan Locomotive Works.

(2) Forty-fifth Report on Integral Coach Factory.

12.29½ hrs.

ELECTION TO COMMITTEE

The Deputy Minister in the Ministry of Health (Dr. D. S. Raju): Sir, on behalf of Dr. Sushila Nayar, I beg to move:

"That in pursuance of section 4(g) of the All India Institute of Medical Sciences Act, 1956, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, one member from among themselves to serve as a member of the All India Institute of Medical Sciences, subject to the other provisions of the said Act, *vice* Dr. P. D. Gaitonde ceased to be a member of Lok Sabha."

Mr. Speaker: The question is:

"That in pursuance of section 4(g) of the All India Institute of Medical Sciences Act, 1956, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, one member from among themselves to serve as a member of the All India Institute of Medical Sciences, subject to the other provisions of the said Act, *vice* Dr. P. D. Gaitonde ceased to be a member of Lok Sabha."

12.30 hrs.

RE. REPLY TO MOTION ON ADDRESS BY VICE-PRESIDENT DISCHARGING THE FUNCTIONS OF PRESIDENT.

डा० राम मनोहर लोहिया (फर्रुखाबाद) : अध्यक्ष महोदय, मैं आप से अर्ज करता हूं कि कल उपाध्यक्ष ने जो निर्णय दिया, उस में आप सुधार करें। कल जो मैंने सवाल उठाया था, वह संविधान और उस की धाराओं को ले कर ....

अध्यक्ष महोदय : मुझे आप को सुनने में बिल्कुल कोई एतराज नहीं है, लेकिन आप ने पहली ही बात यह कही है कि मैं उपाध्यक्ष के फैसले में सुधार करूं। बेहतर हो, अगर आप मुझे पहले यह बता सकें कि क्या मुझे सुधार करने की ताकत है।

डा० राम मनोहर लोहिया : अगर मैं यह साबित कर दूं कि वह निर्णय गलत है, तो फिर आप उस में सुधार करें। किस तरह करें, यह मैं कैसे आप को सलाह दे सकता हूं ?

अध्यक्ष महोदय : फ़र्ज कर लें कि आप यह साबित कर दें कि वह निर्णय गलत है, फिर भी अगर संविधान, हमारे रूल्ज या किसी ला के मातहत मझे उस में सुधार करने की आज्ञा है, तो इस बहस को उठाने का फ़ायदा होगा। अगर मझे कोई ताकत है नहीं, तो फिर किस तरह इस बात को उठाने से फ़ायदा पहुंच सकता है ?

डा० राम मनोहर लोहिया : इस सदन को ताकत है आप के जरिये।

अध्यक्ष महोदय : अगर आप बता दें कि इस सदन को ही ताकत है, तो मैं यह मामला सदन के सामने रखने के लिए तैयार हूं।

डा० राम मनोहर लोहिया : अगर कोई गलत निर्णय हो चुका है, तो उस के बारे में कम से कम सदन को पता तो हो जाना चाहिये ।

अध्यक्ष महोदय : यह तो आप की राय होगी कि वह निर्णय गलत् है। दूसरे माननीय सदस्यों की राय हो सकती है कि वह निर्णय ठीक है । हम ने देखना है कि जो निर्णय उपाध्यक्ष ने लिया, उस को ठीक करने की ताकत मुझे में या इस हाउस में है । अगर है, तो मैं आप को इस बात को उठाने की इजाजत दूंगा और दूसरे माननीय सदस्य भी उस पर अपनी राय देंगे । लेकिन पहले हम यह फैसला कर लें कि आया संविधान में, या किसी कानून में या हमारे नियमों में, यह प्राविजन है—आप अपना केस साबित कर भी दें—कि मैं या यह हाउस किसी तरीके से उपाध्यक्ष के निर्णय को ठीक कर सकता है ।

डा० राम मनोहर लोहिया : यह तो एक साधारण नियम है । मैं आप से यह सवाल पूछूगा—आखिर मैं एक सदस्य के नाते अपने अध्यक्ष महोदय से यह प्रश्न पूछ सकता हूं—कि अगर सदन में कोई गलत कार्यवाही हुई है, तो उस के सुधार की गुंजाइश तो होगी ही है न ।

अध्यक्ष महोदय : मैं आप से अर्ज कर देता हूं कि जो भी किसी वक्त कुर्सी पर बैठा हो, उस की तमाम पावर्ज, ताकत और अधिकार उतने ही हैं, जितने कि स्पीकर के हैं, चाहे वह व्यक्ति स्पीकर खुद हो, उपाध्यक्ष (डिपुटी स्पीकर) हो, या पैनल आफ़ चेयरमैन का कोई मेम्बर हो । वह जो फ़सला दे, उस वक्त के लिए, और जो इस्यू, जो बात हाउस के सामने है, उस के लिए वह आखिरी है । उस की अपील न अध्यक्ष के पास हो सकती है और न हाउस के पास हो सकती है । अगर वह इस्यू या वह सवाल किन्हीं और हालात में फिर उठे, तो उस वक्त जो भी कुर्सी पर होगा, वह देखेगा कि उस ने क्या फ़ैसला देना है । इस में अपील की कोई गुंजायश हमारे संविधान में, हमारे किसी कानून में और हमारे नियमों में नहीं है । मैं जब फ़ैसले देता हूं—कभी-कभी वे गलत होंगे—कई मेम्बर साहबान उन से इत्तिफ़ाक नहीं करते —तो उन के बारे में अपील तो नहीं हो सकती है । जो मेम्बर साहब इस कुर्सी पर बैठे हों, उन का फ़ैसला आखिरी है । हमारा यही नियम है और और यही दस्तूर है ।

श्री प्रकाशवीर शास्त्री (बिजनौर) : रूलिंग और फ़ैसले में फ़र्क है ।

डा० राम मनोहर लोहिया : यह तो सिद्धान्त और नियम का सवाल है । छोड़ दीजिए उपाध्यक्ष महोदय को । छोड़ दीजिए उस सवाल को, जो मैंने कल उठाया था । लेकिन मैं एक सिद्धान्त और नियम के आधार पर यह बात उठाना चाहता हूं अगर आप मुझे थोड़ा सा अर्ज कर लेने दें ।

अध्यक्ष महोदय : मुझे कोई एतराज नहीं है । आप जो चाह, कहें । आप ने मुझे लिखा है कि अध्यक्ष को तो ज्यादा शान्त होना चाहिये । वाकई अध्यक्ष को ज्यादा शान्त होना चाहिये । उस को दूसरे सदस्यों से ज्यादा शान्त होना चाहिये । इस में कोई शक नहीं है और मैं इस बात से इत्तिफ़ाक करता हूं । वाकई जो इस कुर्सी पर बैठा है, उस को ज्यादा शान्त होना चाहिए । लेकिन सवाल यह है कि जो मौजूदा कवायद हैं, जो मौजूदा नियम हैं, उन में ऐसी कोई गुंजाइश नहीं है । अगर आप इन नियमों में कोई कमी देखते हैं, तो उस का इलाज तो यह है कि हम उन में कुछ तब्दीली करें । उस के लिए आप नोटिस दें और वह सवाल यहां पर आए और अगर यह हाउस समझे कि उन में

बदली होनी चाहिये, तो बदली बाकायदा तौर पर हो। इस वक्त इस बात को उठाने से न हम तब्दीली कर सकते हैं और न इस बारे में कोई अपील हो सकती है।

डा० राम मनोहर लोहिया : मैंने सवाल उठाया नहीं है कि नियम बदलें। प्रक्रिया के नियम २० का उस प्रश्न से कोई सम्बन्ध हो नहीं जोकि मैंने उठाया है। मैंने तो संविधान की धाराओं के सम्बन्ध में प्रश्न उठाया था। प्रक्रिया का नियम २० तो केवल एक अधिकार की बात करता है कि अगर एक मंत्री, चा वह प्रधान मंत्री हो और चाहे कोई और मंत्री, एक बार बोल चुका हो, तो वह दोबारा भी बोल सकता है। मैंने सवाल उठाया था फ़र्ज़ के बारे में। आखिर जब राष्ट्रपति और इस सदन का सम्बन्ध इतना नजदीकी—साल में केवल एक बार हुआ करता है—तो राष्ट्रपति के अभिभाषण के ऊपर जो कोई बहस होती है, उसका जवाब उससे होना चाहिए, जो इस नजदीकी सम्बन्ध को दिखा सकता हो। यह मैंने सवाल उठाया था। उसके उत्तर में अगर प्रक्रिया का नियम २० बताया जाये, तो वह असंगत है, उसका इससे कोई सम्बन्ध नहीं है। अगर आप चाहें, तो मैं उसको पढ़ देता हूं।

अध्यक्ष महोदय : माननीय सदस्य मझे बतायें कि मैं क्या करूं।

डा० राम मनोहर लोहिया : मैं कहना चाहता हूं कि यह असंगत बात है और इसका मेरे प्रश्न से कोई सम्बन्ध नहीं है। मैं चाहता हूं कि जो नियम नहीं है, उस में सुधार हो जाना चाहिए और जो कुछ मैंने संविधान का सवाल उठाया है, आप उस पर अच्छी तरह से विचार करें। अगर प्रधान मंत्री इस लायक न रह जाये कि वह राष्ट्रपति के अभिभाषण पर हुई बहस का जवाब दे सके—और लम्बे अर्से के लिये—यह कोई दिन, दो दिन का सवाल नहीं है, डेढ़ महीने का है—तो क्या स्थिति होनी चाहिए ? किन हालतों में प्रधान मंत्री को इससे माफ़ किया जा सकता है—अगर वह यकायक बीमार पड़ जाये या यकायक राष्ट्र के काम से उसको बाहर जाना पड़। दूसरी स्थितियों के लिए क्या व्यवस्था की जाये ?

अध्यक्ष महोदय : मैंने आपकी सारी बात सुन ली है।

डा० राम मनोहर लोहिया : इस सम्बन्ध में अभी कोई नियम नहीं है। जो प्रश्न मैंने आपके सामने रखा है, उसके बारे में कोई नियम ही नहीं है।

अध्यक्ष महोदय : अब आप तशरीफ़ रखें। मैंने आपको बहुत काफ़ी वक्त दिया है और पेशन्स भी काफ़ी दिखाई है। हालांकि मैं जानता था कि मेरे पास कोई ताकत नहीं है, कोई अपील नहीं हो सकती है, लेकिन फिर भी मैंने आपको वक्त दिया है। इस वक्त मेरे पास इसके सिवाय और कोई चारा नहीं है कि मैं आपसे कहूं कि मैं बेबस हूं। अब हम आगे चलेंगे।

डा० राम मनोहर लोहिया : बेबसी तो हमारी है।

12.37 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION

Mr. Speaker: The House will now take up General Discussion of the Railway Budget for 1964-65, for which 15 hours are allotted.

Shri Nambiar (Tiruchirapalli): Mr. Speaker, every year it has become an ordeal in the month of February to anxiously wait for the tax increase, first to be done by the Minister of Railways and next by the Minister of Finance. This ordeal is being perpetuated on the Indian people cleverly and successfully with the ultimate result of increase of prices of all commodities that the common man has to utilise. This year the performance of the Railway Minister,

[Shri Nambiar]

Shri Dasappa, new to this field, is in no way better than that of his predecessors.

By an increase of 2 per cent on surcharge he expects to increase the revenue to the extent of Rs. 11 crores, whereas his predecessor in the two successive years of 1963 and 1962 has already increased the fares and freights by an increase of Rs. 21.26 crores up to March, 1963 and Rs. 40.26 crores up to March, 1964, i.e. current year. By the present addition, the total impact of increase in taxation for the next year will be to the tune of Rs. 51.26 crores, as estimated. The actuals will be much more, as has been seen in the previous year. On an analysis of the increase in fares and freights for the last three years we find that it has gone up by 8 per cent. Out of a total gross revenue of Rs. 600 crores for one year alone the impact will be to the tune of Rs. 50 crores.

If the railways, which is a nationalished industry owned by the State, with all the potentialities that it commands, goes to the extent of increasing the fare and freight rates by 8 per cent., how could the Government stop the temptation for increase in prices elsewhere? Therefore. I accuse the Government particularly the Railway Ministry, for helping inflation. On the other hand, the Railway Minister should have resisted the temptation to increase the rates and helped in fighting inflation. He should have stood firm and said that no more increase would be allowed in fares and freights. He says that this 2 per cent increase on surcharge is a small amount and therefore it need not make much of a difference. Even if it is a small amount, why should he increase it at all? He could have avoided this increase of Rs. 11 crores by way of this surcharge.

I would submit that he has his own justification which should also be brought to the notice of the House. In 1961-62 he said that he wanted this increase in fares and freights so that the railwaymen be given the increased dearness allowance when the facts show that he had Rs. 16.48 crores of surplus on hand. Further, the Railways were paying proper dividend to the extent of 4.25 per cent last year, 4.5 per cent from current year and hereafter are going to pay 5.75 per cent for new capital. Therefore, they are making good contribution to the General Revenues. They are allotting more money than is necessary for depreciation. The latest figure of 1961-62 was Rs. 65 crores. With the total capital invested to the tune of Rs. 1,700 crores, depreciation can never be more than Rs. 42½ crores, at the rate of 2½ per cent per annum. This point has been raised by me repeatedly and the hon. Railway Minister gives the explanation that depreciation has to be increased not only for depreciation purposes but for the purpose of renewal charge. His predecessor said the other day that this is required not only for depreciation but for renewal also. If it is for renewal, then the renewal to the extent that it may cover the cost of depreciation alone can be taken from the Depreciation Fund and the rest should go from the capital-at-charge. Revenue cannot do for all modernisation. He said that he wanted modernisation and wanted to do away with obsolescence. For that he must add to the capital from funds that he has otherwise got.

Why I am harping on his point is because there is a move, there is a purpose behind this accounting which I am coming to later on. I consider that at present the Railways are following a negative economic policy. The Railways are refusing to meet the necessary expenditure on labour, wage, etc. and are helping inflation to grow which I consider, is a negative policy and which requires a change. I submit that I have got a case to show that they are not meeting the labour demand properly. That is

exactly the reason that you will find here as to why they are putting more on depreciation and on the expenditure side, that is, to show that there is no money left for giving a square deal to the workers as also to show that there is necessity for enhancement of fares and freights every time. An analysis of this will show that. In 1962-63, as I have already said, they had a surplus; in 1961-62 they had a surplus and in 1963-64 we have a surplus of Rs. 37.75 crores. Still, he comes with an additional demand; thereby he shows that the money is to be apportioned elsewhere. That is why I am against this increase.

Shri Ranga (Chittoor): What about development?

Shri Nambiar: I am coming to development later on.

So far as a square deal to railwaymen is concerned, the recent increase that he has given in dearness allowance as announced by the Finance Ministry is to the tune of Rs. 2|- for Class IV employees drawing up to Rs. 109 and Rs. 5 for Class III employees. This has not neutralised the increase in the cost of living indices up to 125 as had been recommended by the Central Pay Commission. For a meagre pittance of Rs. 2 he makes a very big announcement. And what has happened to the cost of living indices rising beyond 125, up to 135? Today it is 135 or 136. That ten-point rise is to be covered even according to the Central Pay Commission. There is no mention of it anywhere in his Budget speech. He has only said about the increase of Rs. 2|- and Rs. 5|- which covers only the increase in the cost of living index up to 125. He owes an explanation to this House as to how he is going to treat the labour in future, particularly in regard to rising prices.

I have got to submit that not only the Railways are having a negative economic policy but are having not much of a co-ordinated transport policy. So far as co-ordination between rail, road, waterways and coastal shipping is concerned, you know that in 1959 a committee headed by Shri Neogy was appointed, that is, the "Committee on Transport Policy and Coordination" to enquire into the utilisation of all our transport capacities, namely, road, rail, waterways etc. After five years, except for submitting a preliminary note which has been done, Shri Neogy has resigned his post and has issued a very important statement which is most revealing. Leaving aside the non-cooperation meted out to the Committee by the State Governments and other Governmental agencies, the Committee's work was much hampered by departmental rivalries. I find that there is some extraneous pressure being brought leading to the collapse of the working of this Committee.

You may remember, Sir, that the World Bank which is a lending organisation and which has lent some money for the improvement of collieries and for the Railways has poked its nose into our national policies. Initially it made a proposal that it wanted to have an enquiry into the policy which led to the bottleneck of coal transport. It started like that but it went on and it went to the extent of putting certain reference in its terms of reference by bringing pressure on the Government of India. Unwittingly—knowingly or unknowingly, I do not know—the Government of India has yielded to that.

See the terms of reference. One is:

> "facilitating the delivery of coal and other bulk commodities by the Railways."

Another is:

> "policies affecting the appointment of coal and other bulk commodities between different modes of transport with special reference to relative costs and charges."

[Shri Nambiar]

The third one is:

"geographical distribution of coal production".

These things have been brought in.

Shri Ranga: Nothing wrong in it.

Shri Nambiar: I will show what is wrong in it. From the above terms of reference it is clear that this inquiry is parallel to that of the Neogy Committee. When there was a committee already going into that, why should this committee go into the same matter?

In their study the World Bank team has specifically stated that they are considering the possibility that the "least-cost" solution may call for the shift of type of traffic other than coal from the railways to other modes of transport, that is, low-rated goods only to the railways and the rest to the highways. They have also indicated that their objective is to examine the possibilities that alteration in Railway rates in the direction of conformity with costs may, in the long run, shift the location of consumption in such manner as to minimise transport requirements. All these are diametrically opposed to the policies which we follow today.

To put it in simple language this American World Bank agency wants us to change our transport policy entirely to a new pattern of allocating the low-rated commodities to the railways and the rest to road and thereby weaken the railways and help the other private concerns. Railways being a nationalised industry, it must take the over-all needs of the country as a whole and not to locate our industries as to only minimise coal haulage and suit traffic requirements. This sovereign agency wants the whole industry to be switched on to a pattern that it must depend entirely on the haulage of coal and availability of coal. That means that such of those regions which are far away from the collieries will have no chance of having any industry. That is what the Americans want us to do and the Government of India is slowly yielding to it.

Shri Ranga: Is that so?

Shri Nambiar: Yes; certainly, otherwise what is the necessity for making this extra term of reference? In this inquiry the participation of Government of India has practically been avoided. The American Agency say that the Indian experts can be brought in as assistant technicians. That is all what the Americans want. Why should India abdicate its role in deciding the transport policy of India for its future? Moreover, they should decide on the pattern of the policies that we have followed so far. We cannot scrap them; we cannot divert them and we cannot reverse them at the instance of a foreign agency! Why should we be at the call of Americans? The World Bank can give us loans and we are giving them a fabulous rate of interest upto 5.7 per cent. No foreign country ever gives loans at such an exorbitant rate and in spite of that we are paying them and we are solvent. We have every chance of repaying the whole loan that we get from Americans. They want to reverse our policy to the benefit of certain industrialists in whom the Americans are interested. The Neogy Committee should have been well cared for and even after the resignation of Shri Neogy, the Committee should be made to function. It should be strengthened. It should not be made a subsidiary or a secondary one to that of the World Bank agency.

Now, I come to labour relations in the railways. The Bonus Commis-

sion's Report has come out and every private industry is giving reasonable bonus to its employees. Why should the unfortunate railwaymen be excluded from the purview of the bonus? They are not getting the bonus and the reason given is that in the terms of the Bonus Commission they have specifically put a term that the question of the grant of bonus should be considered to all workmen except those who come under the Govt. departmental managements. Why should they not? The railways is an industry with so much of capital and 12 lakhs and more of men are employed. They are industrial workers and there is enough surplus. Why should they be denied the bonus and what is the justification for this? This is an industry and not a departmental service organisation. They call it a Public sector and say that they are going to build socialism. Socialism cannot be built without the labour participation in the management and the fruit of labour being distributed to labour. Nowhere in the world, any sector can build socialism on a premises which is capitalistic, which is contrary to socialist principles. Here the labour has worked hard, and have increased production, or the transport capacity, to the extent of 24 per cent in the traffic of passengers, 100 per cent in the traffic of goods, during these last twelve years and there is enormous surplus and still they are not given the bonus because the bonus is taken outside the purview of the railwaymen on the ground that this is only for other sector than the departmental. I take strong objection to it and every railwayman is asking the question as to why he should not have the bonus. I demand that in all fairness to the cause of labour and to the cause of the country's better transport that at least a month's bonus should be given to all railwaymen. I want it from Class IV to Class I, no distinction to be made, just as it is being done in any other industry in public or private sector.

With regard to other matters of labour relations the hon. Minister claims that the relations are very good. But I would only request him to recall what the representatives of the two federations said last time. The Minister has mentioned that they had six meetings at the Periodical Negotiating Machinery level with the two federations. I want him to go through the matters that have transpired in the negotiating meetings. On every issue, there is a difference of opinion. The representatives of the two federations spoke here last year—their speeches are there—and they decried the labour policy of the Government of India or the Railway Ministry. They have said that on every important issue there is a difference of opinion. Shri A. P. Sharma who belongs to the Congress, who is an office-bearer of the Notional Federation of Railwaymen, and Shri Priya Gupta who belongs to the All-India Railwaymen's Federation, also spoke last year in the same strain. I would request the hon. Minister to go through those speeches and see whether his labour policy is a policy which has got the support of the railwaymen. No. It has not got the support of the railwaymen. There is nothing like that. The railwaymen are working under great strain. I would say with all humility that the other day we saw about 10,000 railwaymen demonstrating before the Parliament here and they have submitted a memorandum and in that memorandum they have chartered down all their reasonable grievances which the Railway Ministry could easily accept, apart from the question of the dearness allowance. Shri A. P. Sharma said the other day that the Periodical Negotiating Machinery has failed. If the Periodical Negotiating Machinery fails, then in the absence of the applicability of the Industrial Disputes Act for the railwaymen, the only thing that they can claim for is arbitration. Why is it that arbitration is denied on all important issues? The Ministry should have at least accepted that. In the Whitly Council proposals that they are bringing forward for the

[Shri Nambiar]

future, they say that arbitration is the last word in the matter. Then, when the two federations also wanted arbitration on several issues, already it should have been granted. Not only the P.N.M. has failed but the arbitration also is denied.

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): Do the Federations want Whitly Councils?

Shri Nambiar: The Federations have asked for arbitration and tribunals. The Whitly Council is a different thing. But before the Whitly Council comes today when the P.N.M. has failed, it should have been done when there are outstanding disputes and the Federations are claiming for that. What is the justification for denying it? If they have not claimed for arbitration, then it is up to them to speak out here because their representatives are also in this House. Therefore, in regard to labour relations, I have a humble submission to make that the Ministry of Railways should evolve a formula for the grant of recognition to their unions because of the new Whitly Council that is coming up. The Govt. have already stipulated conditions of 15 per cent membership, etc. etc. One is in the southern railway and the other is in the Chittaranjan Locomotive Workshop. Why should the Chittaranjan Locomotive Workshop employees who are producing even the electric locomotives be denied the benefit of recognised union facility?

Shri A. P. Sharma: In the southern railway there is already a union as a result of the merger of the two unions.

Shri Nambiar: In the southern railway there is one to which Shri A. P. Sharma belongs. In the other railways there are two or three or more unions that have been recognised. Why in the southern railway there is only one union? There is something intriguing in this which requires consideration because certain unions which favour the administration alone are being recognised. Others will not be recognised.

Besides the question of recognition, even those unions which favour the administration are asking for certain things which you kindly give. The benefit of that will go to all workmen. Even then, the Railway do not give. This is the policy which they follow towards labour in the railways. The hon. Minister is new to the railways—I am frank and I may be excused—and I know he is sympathetic to the labour. But he is unable to do it. There is already the Mughal empire, and on the Mughal empire, the new Minister, in his old age, comes and sits. That empire is such a strong rocky thing that unless something strong is done this hon. Minister however kind he may be.....

Shri Hari Vishnu Kamath: Who is the grand Mughal?

Shri Nambiar: Names, of course, I need not state.

My submission to Shri Dasappa is this. If he wants to be sympathetic to labour and do justice—I do not want anything more than that—he will have the full cooperation of all of us here. The entire House, the Members on the other side as well, want to have the realisation of socialism in this country according to the latest decision of the Bhubaneswar Congress session. Therefore, we on this side as well as the Members on the other side, barring a few—I do not know; even Prof. Ranga will be on our side—will be there to support the hon. Minister in shaking that Mughal empire and doing justice to the labour.

While I have criticised so much, I am glad that I find a good spot also. I am glad that he has brought in this pension system and he has allotted Rs. 19 crores this year towards the pension fund.

13.00 hrs.

So far so good, and we must thank the hon. Minister for that. But I would only request him to look at it a

little more realistically and see whether all the employees who have retired could not get the benefit of the pension. The hon. Minister has mentioned a certain date and stated that the employees who have retired before that date are outside the scope of the pension scheme. I would suggest that on the same conditions namely that they will pay back the portion of the provident fund paid to them, they may also be brought within the orbit of the pension scheme. This may be done in their case also as is done in the case of others. Only a few persons are left out now. I think the annual expenditure on this would come only to less than half a crore of rupees, and every day, as the persons will be dying, the number involved will also become less and less. So, I would request the hon. Minister to extend this scheme fully to cover all the retired employees.

I have also to make a request with regard to the reinstatement of victimised employees, as per the judgment of the Supreme Court. Only the other day, we discussed this point in the House that Shri Priya Gupta who was a Member of this House was no more in a position to sit in the House...

Mr. Speaker: I saw him here only the day before yesterday.

Shri Nambiar: I am very glad to hear that. That is very good. Shri Priya Gupta has successfully conducted his case in the Supreme Court on the 5th December, 1963....

Shri A. P. Sharma (Buxar): How can both the things be very good, sitting in the House and also winning the case?

Shri Nambiar: He is sitting in the House, and he has successfully fought the case also in the Supreme Court. So what is the harm in that?

On the 5th December, 1963, there was a decision of the Supreme Court reversing the order under rules 148 and 149 of the State Railway Establishment Code Rules. The Supreme Court had declared these two rules as violative of article 311 of the Constitution, because under these rules an employee can be removed from service without assigning any reason whatsoever to the employee, or for reasons known only to the Railway Administration. I would submit that all those employees who have been removed from service under these rules. should be taken back on duty. All those employees who have been removed without the issue of charge-sheets and without any inquiry whatsoever must be taken back. The other day, Shri Kamath and I had put a question on this subject and it was stated that the matter was under review. But the term 'under review' may mean several years, so far as the railways are concerned; it may mean twelve years or one *Mahamakham* as we say it in Tamil.

Shri Daji (Indore): Let them do it at De luxe speed and not at passenger train speed.

Shri Nambiar: Let them take back these employees as early as possible.

The next point which I want to raise is with regard to the house rent that is deducted. The other day, Shri A. P. Sharma also spoke about this, and he said that on this issue there should be a tribunal set up. Formerly, the house rent fixed was Rs. 2 or 3 or 4 for a particular type of quarters. Today, the rent has gone up to Rs. 15, 18 or 20, for the same type of house. Not even white-washing is done, and not a slab is changed in the house, but the house rent has been increased. This increase has been effected for no reason whatsoever. Today, I am told that station masters and certain pointsmen who had got rent-free quarters up to 1955 have been asked to pay back the arrears of rent dating back to twelve years ago, to the tune of about Rs. 3000 to Rs. 4000. Most of these employees will be ruined if these amounts are collected from them, and not a pie will go to them in the name of provi-

[Shri Nambiar]

dent fund because of this recovery. I might point out that there is an allocation for Staff Welfare measures. Let them do something towards reducing the house rent to the original level and not recover the rent in respect of the quarters which were given rent-free to them earlier.

With regard to medical facilities, I shall be happy if what the hon. Minister has stated is true, namely that the medical facilities in the railways are better than those in any other concern; if that is so, I shall be the happiest person, but I have quite a different tale to tell. When I go and see the railway hospitals, I find that they are well built, and they are good-looking hospitals. Decent constructions have been done, of late, and the hospitals are quite nice. How much the contractor or somebody else might have eaten is a different point altogether. But apart from the fact that the hospitals are good-looking, I may be excused if I say that there is practically very little medicine inside. If we go and ask why medicines are not available, they say that the supplies are short.

Shri Hari Vishnu Kamath: Is there shortage of doctors also?

Shri Nambiar: Of course, one or two doctors are there. These hospitals are used more for grant of leave to the railway employees, of course, on payment of small amounts then and there, rather than for treating the patients there. This is a matter which is known to the railways. I do not know whether the hon. Minister Shri Dasappa knows about it, but others know it, because there is nothing secret about it.

Shri Dasappa: May I know which hospital my hon. friend is referring to?

Shri Nambiar: I am referring to the railway hospitals throughout the country.

I am speaking out of my intimate personal knowledge of the working of the railway hospitals. If the hon. Minister wants, I am prepared to pass on the names of the hospitals to him.

Mr. Speaker: Did the hon. Member go there only to have a look or to get leave?

Shri Nambiar: Not for leave for myself, because I am not in railway service. I must come to you, Sir, for leave, and I do not have to go to them.

Anyhow, the point is that it is a fact that there is shortage of medicines. I am speaking a little more candidly and with personal knowledge, and I hope that the Railway Minister will look into it.

With regard to the incentive scheme, in the hon. Minister's speech there is a claim that it has worked well. But I have got a different story to narrate there also, namely that it has not worked well. Not only has it not worked well, but it has created a new problem, because in the name of the incentive scheme, promotions are blocked. Of course, the productivity has gone up to some extent, and a certain centive scheme, promotions are blocked, but others do not get the normal promotions; the normal annual channels of promotions have been blocked for them due to the introduction of the incentive scheme, and in many workshops this has failed. Of course, you may quote the figures. If I go a little deeper into it, I can reveal what all are behind it but I do not want to take much time of the House in dealing wih that just now. I would only say in brief that the scheme has not succeeded. The hon. Minister may have got different reports, of course, but I may tell him that it has not succeeded.

I would submit that the object or the purpose of the incentive scheme should be such that the total production of the workshop should increase, and the quality of the product turned out should be improved, and there

should also be a quicker turn-out so that the engines, the locomotives, the carriages and wagons which come out of the workshop do not fail on the route. Instead of this being achieved, what has happened is that the little production that was there, and the little repair work which was done before has been maintained on account of this incentive scheme while the promotion of many persons has been blocked and there has been no improvement in the production or in the quality of the products turned out. I would submit that the total number of staff which was there before should have been maintained. and normal promotions should have been granted to them, and there should also have been additional turn-out and also an improvement in the quality of the turn-out. The incentive scheme was intended for that purpose, but subsequently, it has worked the other way round. Therefore, I would request the hon. Minister to reconsider this point.

Now, I have to speak a few words about the poor travelling public. The condition of travel in the third class is a thing which it is impossible to describe. I would request the hon. Minister to see that additional coaches are provided. The hon. Minister has stated that during the next year, there will be more sleeping coaches etc. I would request him to extend the facility from now on. I know that there is a shortage of coaches. The over-aged coaches are to the extent of 34·2 per cent on the broad gauge and 30 per cent on the metre gauge. I would request the hon. Minister to have a change-over of the available coaches of either description to third class coaches so as to grant other sitting accommodation, if not sleeping accommodation to the passengers, for the present, so that third class travel may be better. I know that the rail capacity is limited, and there are other limitations, and I know the difficulties, but still I would make a request to the hon. Minister so that he can do at least something to improve the condition of travel.

For long distance trains, regional carriages can be attached. For instance, a carriage from Bombay to Cochin has been attached, so that it can be taken from Madras to Cochin. Similarly, a carriage from here to Cochin can be attached to the Grand Trunk Express and this carriage can be diverted from Madras. Similar arrangements and facilities may be provided for other places also without doing any harm to the existing transport arrangements. I would request the hon. Minister to look into this matter also.

As regards the creation of a new zone, we have discussed this matter several times in the House. The predecessor of the present Railway Minister had almost agreed earlier for the creation of a new zone in the south, bifurcating the Central and Southern Railways, making it possible for the Southern Railway to concentrate on the transport in the south while the new zone can take care of the hinterland. The operational digit on the Southern Railway has gone to the maximum, and unless it is bifurcated the railway transport in the south will not flow as we want it to flow. The hon. Minister may have the fear that the question of transfer of staff may arise on account of bifurcation and that may cause some difficulties, but we would all extend our co-operation to him to see that the staff also cooperate with him with regard to the bifurcation so that this can be done speedily.

With regard to the Kunzru Committee's Report on railway accidents, I have no time to go into details. I will mention only one thing. In the report, it has been stated that there is a very serious shortage of men in the transport and other departments, which is affecting the efficiency of the railways. Kindly see that at least the men are there. We may not have foreign exchange, we may not have money, but we have enough manpower. So, that may be supplied to the extent necessary so that we can ensure that railway efficiency is maintained without accidents.

Shri Kapur Singh (Ludhiana): Mr. Speaker, Sir, the railways of this country are the biggest and oldest national industry. They are almost exclusively in the public sector. The size and form of this railway industry is impressively immense.

In the booklet published by the Government, *A Review of Accidents on Indian Government Railways*, there is a short statement on page 17 which says that 'railway route lines in India are to the extent of 56, 742 kms., while in other countries they do not compare so impressively with our size. Out of these, with the exception of Russia, our railways are the biggest socialist industry in the world. In the *Indian Railways* 1962-63, page 1, para 1, the immense size and complexity of this railway system is succinctly described:

> "The Indian Government Railways with a route kilometrage of nearly 57,000 and a service record of 110 years, are the second largest single railway network in the world under a unitary management, second only to Soviet Railway System."—

as I just now said—

> "Practically the entire railway system in India is owned, or else worked by the Government of India, except for only 662 kms. of narrow gauge lines....The Indian Government Railways operating on three gauges....constitute the country's biggest nationalised undertaking with assets exceeding Rs. 2,800 crores.....They employ about 1.2 mililon men, and women, have a fleet of approximately 11,000 locomotives, 30,000 coaching vehicles and 330,000 wagons or freight cars. About 10,000 trains are run daily operations over 6,700 railway stations. Nearly 5 million passengers and about half a million tonnes of freight are carried every day over the vast network, yielding an annual total revenue of over Rs 600 crores."

This is a dream come true for the socialist. And yet we in the Swatantra Party support not only this industry being in the public sector but its being managed in the public sector and owned by Government. Yet it is not unoften that remarks are flung at us in this House that we are opposed to planning and we are opposed to socialisation of any kind. We have been given names in this House a number of times on presumptions which are not true. Only yesterday the hon. Home Minister, Shri Nanda, cast some flings at the credo of the Swatantra Party through bandying words with our leader, Shri Ranga. If I remember correctly, it was about two years ago during the budget debate that an hon. Member of this House, Shri Nath Pai—whose eloquence usually enchants not only this House but some others also who are within hearing range—said that the Swatantra Party were the enemies of democracy.

It would, therefore, be only proper if I say a few words about where the Swatantra Party stands in relation to these matters so that these misunderstandings are removed from the minds of those who honestly think that we stand for something reactionary or something which can only be described as no progress and going back to where you were.

I should like to start by saying that our credo can be summed up by two or three very simple propositions. The first of them is that we do not believe that communism is the mainstream of history and we are just wallowing in the shallows. We do not believe that socialism and democracy can fit in with each other in the long run. Also we are convinced that democratic socialism is as valid as the concept of fried snowballs. Socialism, as we understand it after a deep and profound study of this subject, has three components. One of these is indigenous and the other two are foreign. The indigenous component is that which requires that the future development of a people or a country should be in

terms of a vast increase of education and wealth and spreading of these benefits among classes and peoples. This indigenous component of socialism is one to which we owe undivided allegiance. It is a component, it is a principle of individual life as well as a principle which should guide nations and governments, which constitutes our most ancient wisdom. If I remember correctly, it is said in the *Mahabharata*:

"अयं निजः परोवेति गणना लघु चेतसाम् ।"

Those who own materials, those who own goods for their exclusive enjoyment to the exclusion of others—they are small-minded people, they are anti-social people. To this principle, we subscribe, and this being the base of our general socialist thought . . .

Mr. Speaker: "उदार चरितानां तु वसुधैव कुटुम्बकम् ।"

Shri Hari Vishnu Kamath: It is emblazoned on the portals of Parliament.

Dr. M. S. Aney: It is from *Hitopadesha* not *Mahabharata*.

Mr. Speaker: Yes.

Shri Kapur Singh: I stand corrected.

This is the indigenous component of socialism. This is an indigenous component which casts its spell upon the young minds; this is a component which is generally understood as the sole content of socialism by the generality of people. And that is how they come to subscribe to slogans which clever people raise in its name with a view to achieve ends which certainly are not in consonance with those of socialism.

Shri Nambiar: We are on the Railway Budget.

Shri Kapur Singh: I am coming to that. What I am going to say on that will not fall into proper perspective unless I say these few introductory words, so that I may not be misunderstood and wrongly-directed criticism not flung at me. That is why I am obliged to say these few words.

Apart from the indigenous component, to which we owe allegiance, there are two foreign components also of "socialism." One foreign component is not the professed aim but the real aim. The real aim of socialism is to capture power by any means for and on behalf of a determined minority and to perpetuate the seizure of this power. This is the real, though unprofessed, aim of socialism, and to this we are opposed. The other component of socialism is its methodology, which technically goes under the name of Leninism. Leninism is an extraordinary blend of dogmatic theory, and unprincipled practice which justifies everything that the ruling party or the ruling clique does from moment to moment, without any regard for consistency, either moral or logical. To this we are opposed.

Therefore, I should like to reiterate on the floor of this House on behalf of my Party, so that in future no misunderstandings are entertained by well-intentioned persons, that between democracy and socialism, we choose democracy. If there is to be a choice between the two, then we would rather have democracy than socialism. Between poverty and slavery, we choose poverty . . . (*Interruptions*).

Shri Basumatari: Is all this relevant to the Railway Budget?

Shri Gauri Shankar Kakkar: How many of these components form components of the Railways?

Shri Kapur Singh: I accept democratic socialists' *bona fides*, but I am not at all convinced that these two —democracy and socialism—in the long run in practice can go together. It is for that reason that I am opposed to letting small determined minorities proceed on the path of socialism without check or hindrance.

[Shri Kapur Singh.]

After having cleared this background of the perspective from which I am going to make a few criticisms or appraisals of his Budget . . . (*Interruption*) If you will permit me to continue, I shall be at your disposal after this, so that you can convince me of the excellent points of socialism or communism that you have in mind, outside the House.

Shri Sham Lal Saraf (Nominated—Jammu and Kashmir): We are interested inside the House also.

Shri Kapur Singh: Shri Saraf is interested that somebody should convert me to socialism inside the House.

13.21 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

The Railway Budget which has been presented by Shri Dasappa has a pleasant face. This pleasant face has been taken note of by almost the entire press of this country. Instead of using my own words, I shall quote brief excerpts from what the press has to say about the general face of this Budget.

The *Amrit Bazar Patrika*, in its editorial of 12th February, 1964, says:

> "The Railway Minister presented his Budget for the coming year with a great deal of confidence backed by bright performance, improved operating efficiency and soaring revenues. Thanks are due to him for sparing the passengers whose travel has been made costlier over the years without any commensurate increase in the amenities."

Similarly, the *Economic Times*, Bombay, in its editorial of 12th February, 1964, says:

> "The broad picture of buoyant revenues, near sufficiency in capacity and a greatly enhanced dividend contribution to the Central Exchequer, all of which the Railway Minister, Mr. H. C. Dasappa, has presented in his Budget for 1964-65, augur well for the country's growing economy."

In the same strain, the *Hindustan Times* opens its editorial of 12th February, 1964 by saying:

> "Very much more than the negative satisfaction of the absence of increase in passenger fares is to be derived from the Railway Budget for the coming year presented on Tuesday by Mr. Dasappa. Both in physical and financial terms, the railways have done well during the year and the prospects for the future are even more encouraging. In some respects the improvements have been better than the Planning Commission's mid-term appraisal had dared hope for in November last. The general characteristic has been one of buoyancy in revenues and an over-all increase in efficiency in performance."

Lastly I will quote from the editorial of the *Statesman*, which begins by saying:

> "Few Railway Ministers in recent years have had the good fortune to present as Mr. H. C. Dasappa has done in his first Budget, a picture of all-round improvement in railway operations and earnings. Goods traffic is being moved as and when offered, and some spare capacity is awaiting demand for both bulk loads and general traffic. This is in contrast to Mr. Jagjivan Ram's declaration two years ago that the railways could accept no obligation to carry all the traffic offered."

I would like to associate myself generally with these appraisals of the front face of the Budget, and I am happy in having this opportunity of congratulating the Railway Minister in so far as these observations go.

Coming to the basic policy of this Budget, my hon. friend, the speaker from the Communist Party, referred to

lack of co-ordination between the different sectors of transport in this country. He even suggested that there was something fishy about the whole affair, and he quoted the reasons which have led recently Shri Neogy to resign from the Committee of which he was the Chairman. Railway Budgets in this country, year after year, have revealed a certain basic policy which has emerged to the surface. The policy is to give the railways the treatment of the favoured wife of the State, in the economic infra-structure of our transport system. Our transport system which also comprises of roads, inland waterways and coastal shipping along with ports, these have been, or at least so it appears, relegated to the backwaters, not as proper adjuncts of the railway system, not as co-equals. but occupying a subsidiary position, almost amounting to the position of a rival. For this reason, it would appear that stepmotherly treatment and restrictive development have been accorded to all these sectors of the transport economy. In the Budget speech which Shri Dasappa has presented to this House, the downward gradation of certain high-rated commodities and the container facilities proposals are understood better and are comprehensible more readily if they are viewed in the background of this observation that the road system is viewed by the Government or by the Railway Minister as not a co-equal, as not a necessary adjunct of the transport system of this country, but as a potential and hated rival.

I will illustrate my point with a few figures. Ton-miles operated by railways during the decade 1950-51 to 1960-61 have increased from 26,890 millions to 54,700 millions. This registers an increase of about 100 per cent. The roads during the same period of 1950-51 to 1960-61, have registered an increase from 3,358 millions to 10,600 millions. That amounts to an increase of almost 200 per cent. And yet road transport continues to be hamstrung by restrictive laws, and the development of railways is being undertaken without any kind of restrictive principles whatsoever I would suggest that this policy, this attitude towards the other sectors of transport is a hangover from the colonial policy of our erstwhile masters, the British. During those days, the railways were mostly financed by the investors of the United Kingdom, and the Secretary of State used to be the guarantor of a certain percentage of the dividends. It became therefore a set policy with that Government always to see that the railways earned the highest profits, and if there was any competing sector of transport, that competing sector was restricted. That policy is still hanging over us, and now I think the time has come when we should try to give a second and a basic look to this whole problem of the co-ordination of the different sectors of transport with a view to evolve a national policy where roads, inland waterways, coastal shipping and ports occupy the place which is their due, without which we cannot have a comprehensive and well co-ordinated transport system in this country to meet the requirements of our growing economy. So much for the general policy which lies at the base of this Budget.

Coming to the Budget proper for 1964-65, it discloses a net surplus of Rs. 30.87 crores as against the revised estimate for 1963-64 of Rs. 37.75 crores. Gross traffic receipts have been placed at Rs. 668 crores. Working expenses are shown as Rs. 533.90 crores. Therefore, net railway revenues come to Rs. 134.10 crores. Out of this, 90.73 crores goes to the General Exchequer as dividend of the capital which Government have supplied and Rs. 12.50 crores goes to the States in lieu of passenger fare tax. In a nutshell the receipts for the years 1962-63, the budget estimate for 1963-64, the revised estimate for 1963-64 and the budget estimate for 1964-65 are in crores Rs. 566.78, 599.69,

[Shri Kapur Singh.]

622.22 and 668, respectively, while the working expenses are, in crores, Rs. 362.52, 379.18, 393.48 and 414.82 for the respective years. If you look at these figures carefully, one or two features emerge. It shows that for 1962-63 the surplus has increased from Rs. 23.2 crores to 37.75 crores—revised estimate. The projected surplus of 30.87 crores for 1964-65 is by all indications that are given by the figures which I have quoted, under-estimates, very much so. I would not have come to the firm conclusion that these are under-estimates were I not supported by authorities and unimpeachable evidence on this point. The tendency to careless and faulty accountancy is almost chronic with the Railways and to support this point I would like to give a few excerpts from the reports of the Public Accounts and the Estimates Committees. The Public Accounts Committee's thirteenth report of the Third Lok Sabha, 1963-64, observes, on page 3, as follows:

> "The Committee feel that the cases referred to above do not indicate a satisfactory position. It is clear that the progress of expenditure, and liabilities incurred under the grants were not properly watched which resulted in excessive supplementary demands and large savings at the end of the year. The Committee would urge upon the Ministry of Railways to further examine these cases and take suitable steps to prevent their recurrence."

On page 5, again they say:

> "The Committee feel that while framing the budget estimates the Administration should be able to make due allowance for likely savings arising from these factors which though unforeseen, are known from past experience to be inevitable. In this connection they would also commend for the consideration of the Railway Board their recommendation contained in para 6 of the 9th Report (1962-63) that in respect of grants in which savings were a recurring feature a lump-sum cut might be imposed without in any way affecting the provision on individual items, before approaching Parliament for funds."

Further on page 10:

> "In the opinion of the Committee the increased amount of under-charges detected during the post-check of the transactions is indicative of the deteriorating efficiency of the station staff in the matter of correct recovery of freight, etc. Since such under-charges materially affect the earnings of the Railways, the Railway Board should take a serious view of the situation and adopt suitable remedial measures."

Still further, on page 13-14:

> "The Committee are surprised to hear this specially in view of the allegations of forged Railway Receipts being used. They desire that the Ministry of Home Affairs might look into this case and examine the manner in which the case was processed by the SPE at different stages. As the irregularities brought out in this Audit para are so blatant and serious, and the amount involved is large (to the tune of Rs. 46.61 lakhs), the Committee suggest that there should be a joint inquiry by senior officers of the Railway Ministry and the Ministry of Economic and Defence Co-ordination."

On page 21, they observe:

> "The Committee feel that there was no valid reason for the continuance of the surplus staff beyond August 1961. By taking prompt action the Railway Administration could have avoided the infructuous expenditure to the tune of Rs. 30,000 p.m. during the

period August, 1961 to February, 1962."

The last observation which I wish to quote is on page 35 and it runs as follows:

"In the opinion of the Committee the fact that as much as 43 per cent of the amounts claimed by the contractors were allowed by the arbitrators in spite of the fact that the arbitrators appointed were either retired railway officers or senior officers serving other Railway Administrations, indicates that either the claims of the contractors were not examined properly at the initial stages or the Railways' case was not put forward properly before the arbitration."

That is the judgment of the Public Accounts Committee. In its 43rd report presented to this House a couple of days ago, on page 7, the Estimates Committee observe:

"The gross traffic receipts of the Northeast Frontier Railway during 1962-63 were of the order of Rs. 19.08 crores as against the budget estimate of only Rs. 16.29 crores.....The Committee, however, observe that during the current year (1963-64) also while the gross traffic receipts were estimated to be Rs. 19.60 crores at the time of presentation of the budget to Parliament, the latest estimates show that the receipts are expected to be of the order of Rs. 24 crores. The Committee would emphasise the need for placing more realistic estimates before Parliament."

It is on the basis of these comments that I willy-nilly come to the conclusion that the Budget figures, especially revenue estimates which have been placed before this House represent an under-estimation of no inconsiderable order.

Secondly the enormous rise in ordinary working expenses since 1962-63 is most depressing. They were Rs. 362.52 crores in 1962-63 and the revised estimates for 1963-64 is Rs. 393.48 crores, representing an increase of almost 31 per cent. The estimate for 1964-65 is Rs. 414.62 crores—a further rise of Rs. 21 crores. It is this galloping upward of working expenses which furnish ostensible justification to successive railway ministers for upward revision of rates and fares. These expenses are, demonstrably so, uncontrolled. With careful and sustained supervision of these expenses, I am led to think that a very considerable saving in these expenses can ensue. There can be no doubt that greater control over expenditure and sustained operational efficiency and avoiding avoidable outlays are indicated by the comments which I have quoted. That many loopholes can be plugged is indicated by the contents of a letter dated 30th December, 1963, written by Mr. Chamanlal B. Ravani, B.A., LL.B. an eminent advocate of Rajkot to an eminent Member of my Party.

I can pass on this letter to the hon. Minister if he so desires, but the relevant portion of this letter says:

"The railway administration engages pleaders for conducting cases on behalf of the railway administration. The scale is Rs. 30 for each appearance for junior and Rs. 60 for each appearance for senior. The result is that the railway pleaders are always anxious to prolong the case so that they can get more amount by way of more adjournments and taking uncalled for objections."

Shri U. M. Trivedi (Mandsaur): Very correct.

Shri Kapur Singh: Then the letter says:

"There are instances that even for a case of Rs. 60 or so, the railways had actually paid Rs. 600 as pleader's fees.

Shri U. M. Trivedi: Rs. 6,186 in one case.

Shri Kapur Singh: I stand corrected. Further, it says:

"Further, for even small suits below Rs. 1,000, he regular states are as under:

1. Filing of Vakalatnama.
2. Filing of written statement.
3. Documentary evidence.
4. Issues.
5. Witness list.
6. Evidence.
7. Arguments.

These stages are minimum and stages for interlocutory petitions are not included. Thus even for a small suit, Railway has to pay Rs. 200 to Rs. 400. Further a railway pleader on one day attends about three to five cases at one place for several suits. If a junior attends he can earn Rs. 90 to Rs. 150 per day, and if a senior attends, it would be double that amount.

Aggregate figures would be astonishing. There have been questions in Parliament regarding legal expenditure incurred by the Ministry for Railways. But appointment of Railway Pleaders as monthly paid salaried persons just like prosecutors has never been considered to save public money. This step will further eliminate lingering litigations and justice can be made speedier."

It is in this background of the budget figures that have been presented that I come to the subject of the freight surcharge. It is in paras 22, 23 and 24 of the written speech which has been distributed amongst the hon. Members that the Railway Minister explains how he is called upon to provide for the additional cost of commitments and dues to the tune of Rs. 22 crores. This is his justification for levying two per cent additional surcharge on freight in the perspective which he has explained in these paragraphs. He expects Rs. 11 crores from this levy. I oppose this proposal of two per cent surcharge because it is open to a number of very serious objections. I will now try to list here some of those objections.

My first objection against this levy is this: the grounds of justification which the hon. Minister has given, in themselves, are unsustainable. The working expenses which he has included in the budget and the estimates of revenue which he has made are such that they could be materially altered if greater care had been given to the preparation of the budget and to the supervision of the expenditure. Therefore, I say that the very grounds out of which a justification is sought for this surcharge are not sustainable.

My second objection is that the increase is undesirable because it is bound to reflect on the upward trend of prices about which the whole country and this House have shown their anxiety. This surcharge creates the phenomenon of what is pictorially known as the snake trying to chase its own tail, going round and round and never being able to catch it fully. It is this kind of economic confusion which surcharges of this kind create in the economic life of the nation. From this point of view, I consider that this surcharge is very undesirable.

My third objection is that this increase is of an *ad hoc* character. It is not grounded in a rational adjustment of rates or related to the cost of transportation. Being thus *ad hoc*, it partakes of the nature of arbitrariness, and all arbitrary action, whether in economics or in politics, has bad consequences in the long run. Therefore, for this reason also, I oppose this levy.

Lastly, it is common sense that when a camel is fully loaded, an additional straw certainly injures, sometimes seriously, the vertebrae.

Shri Hari Vishnu Kamath: It breaks the camel's back.

Shri Kapur Singh: Yes; it breaks the camel's back, as my hon. friend Shri Kamath says. The hon. Minister, when proposing this *ad hoc* levy, has not seriously and properly examined as to whether or not the trade on which he is going to impose this levy is capable of bearing it, or whether or not the maximum point of forbearance has already been reached. For these four reasons, I oppose this surcharge, and I request the Minister to give careful consideration to my observations and suggestions and to see his way to withdraw this levy.

Mr. Deputy-Speaker: The hon. Member has spoken for 35 minutes.

Shri Kapur Singh: I will soon be finishing. We have one hour and we have only two speakers.

Shri Narasimha Reddy (Rajampet): Three.

Shri Kapur Singh: In paras 14 to 19 of the printed speech, the Railway Minister paints a highly pleasing picture of performance efficiency of the railways, special notice of which has been taken by the public press and other public appraisals have also been made. For the year 1963-64, and also with regard to the expected potential during the year 1964-65, he has given figures which are certainly, not only optimistic, but pleasing. He quotes the interim report of the World Bank team in support of his cheerfulness and optimism in this respect. About this aspect of the budget, I would like to make only two brief observations. One is that in the background of his rosy picture are discernible two ghosts which require a careful spotting. If the hon. Minister strains his eyes, he will be able to see that there are two ghosts behind this rosy picture. One ghost is the lethargic economic growth and the other ghost is that of shortfalls in the loading offers. When you see the picture which the hon. Minister has painted, of this pleasing performance of the railways, when you see it in conjunction with these ghosts, the picture assumes a somewhat less pleasing hue. It is a wise man who tampers jubilation with caution and the Railway Minister, therefore, must always remember that his real test will come only when he shows not only his readiness but his efficiency in meeting the upsurge of economic growth which might happen in this country, in the near future, and, secondly, if he can cope successfully with the demand that might be made on the railways if there is an increased defence activity in the country. Till such time, I would caution the hon. Minister to keep his jubilation and his optimism somewhat subdued.

The other observation which I want to make is that before quoting the observations of the team of the World Bank, it would have been better for his sake and also for the sake of this House, if he had waited till the entire report is before us. Then we would have been in a better position, in a more objective position, to judge as to what the true position is. That is all I would like to say on this point.

Coming to the amenities, para 53 of the speech expostulates on the problem of overcrowding. It concedes that there already exists the overcrowding problem to the extent of 14 per cent, and that there has not been any appreciable diminution. It is sad. It is a very serious problem and it is a problem which requires the wholehearted attention of the Minister of Railways. But the position is not better—it is not very much better—in the case of the I and II class or the air-conditioned coaches. Blackmarketing of reservations in higher classes is conceded by the hon. Minister himself in his speech. He has informed this House that he wishes to combat this tendency of blackmarketing in reservations in higher classes

[Shri Kapur Singh]

through some kind of legislation. But apart from these restrictive legal measures, apart from an increase in passenger-carrying space, may I make another suggestion? It may perhaps, to some extent, help the Minister in solving this problem. If the Railway Minister takes some serious steps to persuade the V.I.P.s not to insist on occupying a whole compartment for one person, the problem as far as higher categories of passengers are concerned might be considerably eased. This practice or this phenomenon, I can assure him, is quite widespread. If it were an occasional phenomenon or only a marginal occurrence, I would not have pointed it out to him here.

With regard to amenities, something might be done, first of all, to enhance the comfort of the travellers in third class, and to make their travel easier. I concede that a great deal has been done. I also concede that the successive railway Ministers have not stinged on either time or energy in attending to this problem. But I feel that there is still scope for improvement, for considerable improvement to be effected and I, therefore, request the hon. Minister to make a note of this point and to go into it with a view to see that more amenities, more comfort and more ease become available to the third class passengers.

Now that I have mentioned about the higher classes of passengers also, I might say that something might be done with regard to their travel too. One suggestion which I make is that the Railway Minister might consider how he can make the first-class or higher class carriages less like hermetically sealed capsules and more roomy. The second suggestion is that he might see to it that the catering service which is provided by the railways is improved, to see that it gives to the passenger at least 100 naye paise worth of meals for which he pays or he is charged 125 naye paise at present. What is given to the passenger now can be demonstrably shown to be of the value of not more than 40 naye paise.

An Hon. Member: Against 125 naye paise?

Shri Kapur Singh: We pay 125 naye paise and we get meals worth 40 naye paise. I demand that it should be at least 100 naye paise. If my argument and reasoning appeals to the Minister I shall be most gratified if he takes some action in this matter.

An Hon. Member: He gets better catering.

Shri Kapur Singh: I am sure although he gets better catering when he, the hon. Minister, himself travels, a wide awake person like himself cannot be unaware of the general condition that prevails in the catering service of the railways.

Then I come to the question of accidents. Accidents form the most serious problem of the railways and they arouse the most serious concern of hon. Members whenever these are brought publicly to their notice. *A Review of Accidents on Railways* 1962-63, a book published by the Government, shows on page 1 the number of total accidents for the year 1962-63. It amounts to as much as 9119 out of which 131 were headlong collisions. There were 168 trains running into road traffic at level crossings. There is a booklet which has been published by the Government under the heading *Summary of Observations and Recommendations contained in Part II of the Report of the Railway Accidents Committee 1962 and Railway Board's Comments thereon.* In this booklet, on page 25, under Item No. 46, the Railway Accidents Committee has observed:

> "Our analysis of accidents during the last six years—has shown that a majority of them can be attributed to human failure."

Now, Sir, I ask for leave to say that this euphemism "human failure is otherwise, in ordinary language, called "gross inefficiency". It is this problem of inefficiency to which the hon. Minister of Railways has to apply his mind.

Shri Nambiar: Lack of staff.

Shri U. M. Trivedi (Mandsaur): Useless staff.

Shri Kapur Singh: I might make a suggestion for the consideration of the hon. Minister, that if he goes carefully into this question of inefficiency he might find that this inefficiency, if not wholly at least partly, to a considerable extent, is traceable to our pious craze for using public posts as a lever for eliminating economic backwardness and social depression.

Shri Daji (Indore): Backwardness of their family.

Shri Kapur Singh: I do not find myself in a position to subscribe to the amendment which my hon. friend, Shri Daji, suggests. He says that while saying backwardness I should say " family backwardness". That is not my opinion; but this is what he says.

Again, on page 28 of this same booklet there is an admission which supports the suggestion which I have made, our policy of curing social depression, as the genesis of the inefficiency, which lies at the root of the colossal loss of money and human life through accidents. This observation, as I said, is contained on page 28 of this booklet. Under item 56 it says:

> "We find that rapid promotions have diluted the standard of experience and quality of supervisors . . . "

This is what the Committee has said. Therefore, I say that the policy which is called or which goes under the name of "class reservation" in particular relation to Railways and also the practice of "carry-over" which I understand has been recently declared as unconstitutional by the Supreme Court, should be carefully gone into and should be taken away from the administrative policies of the railways if we want to eliminate accidents.

We must understand that we shall have to be less sentimental and more realistic if we want to compete with the advanced and industrially progressed nations of Europe and other countries of the world. Sentiment and showmanship are no substitute for industrial growth and for industrial and economic efficiency.

Now I come to the level crossing accidents about which so many times the ire of this House has been aroused. (*Interruption*). Now I am talking of unmanned level crossings and not manned level crossings. In para 61 of his printed speech the Railway Minister, I am obliged to say, appears in his true bureaucratic colours. I, therefore, must quote verbatim from his speech.

Shri Nambiar: At least he is not a bureaucrat.

Shri Kapur Singh: I will show you the bureaucratic colours. In para 61 on page 33 he says:

> "I may refer particularly to accidents at level crossings. It should be appreciated that it is neither practicable, nor obligatory under the Indian Railways' Act, to man every one of the 19,000 and more unmanned level crossings in the country. Nor is it done in any other country."

Further on he says:

> ". . . that it is for the users of the road to exercise reasonable care and vigilance in crossing railway track at level crossings if accidents are to be avoided and that the Railways have gone to the maximum length in offering to assume half the financial liability."

14.00 hrs.

[Shri Kapur Singh]

He has, as you will see, adduced four reasons for not solving the problem of unmanned level-crossings by manning them. The difficulties are: difficulty of costs of prevention, legal non-liability, absence of foreign precedents and cussedness and stupidity of the Indian citizens. I will not make any caustic comments on what the hon. Minister has said. Therefore, I will report myself with the observation that no arrogant foreign ruler could speak this language without blushing. Only our Railway Minister can.

Shri Dasappa: What are you quoting from?

Shri Kapur Singh: I have quoted from page 33 of your budget speech.

Shri Dasappa: But what about the word "cussedness"?

Shri Kapur Singh: That is not a quotation; that is my own paraphrase.

Shri Dasappa: Since you have gone so far, why do you not read the next sentence also at page 33, the last one, where I have said about 50:50, that we have further liberalised it?

Shri Kapur Singh: Even then you say that primarily it is the cussedness of the Indian citizen which is responsible for this. Even now you say there is no legal responsibility for the Government. Even now you say in your speech that in other countries all the level-crossings are not manned, so why should they be manned in this country. These arguments are there. It is against these arguments that I am going to protest. I therefore say: no matter what the cost, this problem is neither economic nor legal, this problem is neither of precedent, nor that of administrative difficulties, this problem is neither that of .....

An Hon. Member: Where is the cussedness?

Shri Ranga: In not making arrangements for preventing accidents.

Shri Kapur Singh: Since this hon. Member insists upon wasting the time of the House, I will say that the imputation of cussedness lies in what the hon. Minister has stated at the bottom of page 33 of his budget speech:

> "It is for the users of the road to exercise reasonable care and vigilance."

An Hon. Member: But where is the cussedness?

Shri Kapur Singh: I will not argue with him any further.

This problem is a human problem. No considerations of money, no considerations of administrative rectitude, no administrative or formal precedent can be allowed to stand in the way. The hon. Minister is well aware that this House has expressed its sentiments and its views on this subject in no uncertain terms. Whether by manning, whether by electronic controls or by automatic warning, by whatever means, these accidents at level crossings to innocent citizens of the sovereign republic of India must be stopped. This is what I demand with regard to this.

Now that I have come to the conclusion of my speech, before sitting down I want to say that I have tried to make out the following points: (1) If there must be a choice, my Party would prefer Democracy to Socialism. (2) Railway Minister can justifiably claim considerable merit for his budget. (3) Railway development is lopsided to the detriment of other categories of transport. (4) The budget is vitiated by under-estimation and ill-controlled prolification of working expenses. (5) The freight surcharge is not materially justified and is otherwise ill-conceived. (6) The impressive performance efficiency of the railways has some skeletons concealed in its cupboard. (7) In the mat-

ter of passenger comfort and travel amenities there remains much to be desired. (8) The problem of accidents is now grave, necessitating rootal examination of the situation. (9) Lastly, the attitude of the Government towards accidents on unmanned level crossings is not only callous but highly impudent.

Shri Hanumanthaiya (Bangalore City): Sir, two hon. Members of the two great parties, the Communist Party and the Swatantra Party have spoken, and I must own they have spoken well. Only, they were probably unconsciously advocating more the party point of view than the point of view of the country or the railways. For evample, the hon. Member from the Communist Party was making out a case for greater emoluments to the labour employed by the railways. The other day I saw great, organised demonstrations before Parliament, thunderous speeches being made by the leaders of the Communist Party. I am myself a poor man.....

Shri Hari Vishnu Kamath: Are you?

Shri Hanumanthaiya:..... and my natural sympathy goes to the poor. What I would beg of Communist Party to consider is that in the Constitution we have taken a pledge, an oath that we are wedded tc the principle of social justice. Social justice must work out in a way that every citizen in this country, 44 crores of us, must receive equal treatment. The other day, the leader of the Socialist Party, Dr. Lohia, made a great point in this House which reverberated through every corner of this country that more than 27 crores of people earn less than 7 annas a day or thereabout. It may be there is some exaggeration, but, nevertheless, that is a pointer to the unequal distribution of national income in the present set-up. By that standard, every railway employee earns a minimum of more than one rupee. The leaders of the Communist Party, who are the champions of the underdog, must perforce consider the case of those unfortunate sectors of our people who do not come under organised labour or organised associations. The Railway Minister himself says on page 17, which was not taken into consideration by the hon. Member of the Communist Party:

> "The increase of 7 per cent since July 62 by way of surcharge on freight, including the 2 per cent now proposed, has to be viewed in the context of 33·5 per cent rise in the *per capita* cost of the staff."

I would appeal to the Communist Party members to show us what other sectors have gained this much advantage in regard to increase of *per capita* income. Has the rural population, which constitutes the bulk of this nation, been benefited to that extent? Has the other sectors of labour been benefited to that extent? I recall to his mind and to the notice of the House that before independence when a great agitation was going on for the independence of this country, the Indian Labour Federation bargained for a higher rate of wagons and kept cool so far as the independence movement of those days was concerned. Socialism, or even Communism, does not constitute the principle of self first and everybody else afterwards. Social justice, if it is to be properly understood, must say as the famous soldier in the battlefield said, thy need first, my need next. If organised labour goes on agitating for more and more emoluments, at whose cost are they going to enjoy? That is the big question that they have to examine for themselves in the inner recesses of their conscience.

So far as the Congress Party is concerned, we are trying to implement to the best of our ability the principle of social justice being made applicable to every sector. And to the Railway Administration I would particularly appeal to follow this principle.

[Shri Hanumanthaiya]

Be just before you pretend to be generous. You cannot be generous to one sector of society *i.e.* railwaymen.

Shri Nambiar: Not generous; legitimate things first.

Shri Hanumanthaiya: You cannot make one sector of society enjoy better amenities at the cost of another sector of society. If socialism means a heaven for the salaried classes, be sure, the people in the end will scrap such socialism; the very people who preach socialism will have to forfeit their claim to its establishment. Labour must get, as my hon. friend said, what is legitimate. You get whatever is said to be just and that will be legitimate. Unjust allocation can never be legitimate. Therefore when we ask for an increase, we must think of the other less fortunate sections of our nation. That is the appeal I would humbly submit to the consideration of the Communist Party.

So far as the Swatantra Party is concerned, the hon. Member made a very good sober speech. In between he had free transportation for his Swatantra ideals to some distance.

Shri Hari Vishnu Kamath: Why some?

Shri Nambiar: Through the railway lines.

Shri Hari Vishnu Kamath: De luxe transport.

Shri Hanumathaiya: I do not grudge him. So far as his encomiums are concerned, I must say, he has done it in the tradition of true democracy. Though we may be running party government in this country, it should not be construed as a factious government. Wherever praise and applause is due we must give it ungrudgingly; wherever criticism is warranted we should not be afraid of offering it. When he surveyed the editorials and various writings in periodicals and papers he was doing it in the true democratic spirit and I congratulate him.

So far as the Railway Budget this year is concerned, it seems to me to be the most satisfactory budget that has ever been presented to this House. I do not want to go into the details or the merits of this Budget for numerous speakers hereafter will be referring to them. Many a time it is said that a person gets the honour he deserves. These days everywhere, whether it is in the States or at the Centre; Ministries and their workings are subject to relentless criticism and here is a Ministry and a Minister who have earned the approbation not merely of the leading papers but of the Members of this House also. That is a good fortune which the hon. Minister deserves justly—I do not say richly—for he is one of those eminent leaders of our country who has come to this position by the dint of his sacrifice and service for over half a century. He is not one of those recent products who come to the top by sloganmongering. His contribution to the cause of independence and to economic progress of this country for the last two decades and more in the legislature and as Minister has been substantial. It is this ripe offering of service at the feet of this nation that has earned for him this high approbation all round.

Shri Hari Vishnu Kamath: The two deputies also deserve a good word. They have been there longer than he.

Shri Hanumanthaiya: When anything is done under prompting, it will not be genuine. I will do it of my own accord.

However much I may respect the hon. Minister for personal worth and value, I beg to differ from him on one issue which he has included at some length in his Budget speech. On page 9 the last paragraph reads as follows:—

> "As my predecessor explained, in the course of the general discussion of the Railway Budget in

March 1963, the availability of resources does not permit of wholesale, or even large-scale, conversion of narrow or metre gauge lines to wider gauge, however desirable it may be."

Here I have been pleading for the last two years that the Planning Commission has not planned with vision; the Railway Board has not acted in consonance with the needs of this country. Sandwiched between these two great authorities the Railway Ministry has been marking time as it were. The present Railway Minister has quoted his predecessor. Very rarely I make comments upon personalities, but so far as I have studied, if there is a proposition which warrants *status quo* to be maintained with sweetness and plausibility we have to entrust it to Swaran Singhji. In the Government of India structure the policy of least resistance is the most paying proposition. In fact, this idea was included in one of the Congress resolutions in the Bangalore Session of the Congress and it was said definitely and specifically that those who take risks do greater service to the country than those who merely maintain the *staus quo* and subject themselves to the least criticism. Therefore in quoting his predecessor he will not be enhancing his reputation which he has earned so far.

If you scan the history of the railways in this country you will see that it was the Presidency towns—Bombay, Madras and Calcutta—that determined the pattern of our railways as well as of our industrial and economic growth. The British when they landed in this country established trading centres called forts. In Madras it was the Fort St. George; in Calcutta it was the Fort St. Williams and in Bombay it was merely a Fort and there was one in Surat also. It is these trading establishments which determined the pattern of government, the pattern of administration and every other pattern under the British regime. They constructed the railways, they established the industries, they located their armies with reference to these three Presidency towns. This idea of the Presidency towns determining the pattern of our social structure, industrial advancement and the system of our railways still persists. That is the mental lag that is hampering the vision of the Planning Commission, the Railway Board and the Railway Ministry.

Sir, once I happened to travel from London to Rome by train. Another time I had to travel from Moscow to Leningard by train. Nowhere did I find on the continent of Europe lines of varying breadth. It is all a uniform gauge. So is it in Russia—it may be 6 ft. there. In America, in every industrially advanced country, you find that the gauge is uniform. This very country which ruled us, namely, the United Kingdom, had inside its border a uniform gauge, but they inflicted three systems of gauge on India. They thought that that would perpetuate what is called, their domination, or in the negative sense that it would impede the industrial and economic growth of India. Secondly, it would make India always the customer and purchaser of lines and locomotives and rolling stock from the United Kingdom. In the old days, I am told, it is the Government which built the broad-gauge line and it is the private companies that took to this metre gauge and the narrow gauge. Though they may not have had the distinction of private and public sector in view then, it now appears that what the so-called public sector then did has been good and what the private sector then did has been to our disadvantage. Therefore, I would appeal to these three agencies, the Planning Commission, the Railway Board and the Ministry to see that as you see in the rest of the world, you will introduce, you will make up your mind to introduce a uniform gauge throughout India. Till recently, there were different gauges in Australia and they took a decision,

[Shri Hanumanthaiya]

a firm decision, and they introduced a uniform gauge by abolishing the metre gauge.

I read with interest the writings of the Planning Commission in the First Five Year Plan book, in the Second Five Year Plan book and in the Third Five Year Plan book. All these writings show that they have acted on the principle of patching up, not on the principle of seeing India advance on a rational basis unhampered by the disadvantages thrust into our country by the British empire. Patching up is not planning. Planning should be for decades, if not for a century. We have to envisage the growth of our country and dovetail our present doings into the future set-up. It is exactly this that has not been done. Sometimes I am said to be harsh in my words. I do not mind that criticism provided it has a purpose, a patriotic purpose. I hold that in many of these institutions it is the careerists who have carved out a place for themselves. It is not the patriot and the man of vision that has been placed there, because he happens to disagree sometimes or the other. Those careerists could not raise above the mental standard of patching up. The Planning Commission has done merely the patching up work during the last three Plans. I fail to see a review of the history of the Railways in these writings, comparing the history of the Railways in of other countries with ours and an analysis how disadvantageous it is for this country to maintain this system of three gauges. I do not want to go into the economics of this broad gauge being the best line because the facts and figures themselves in the booklets supplied to us by the Railway Ministry. I have not got the time to go into that. The hon. Minister very wisely says, "However, desirable it may be..."—it is desirable but he is doing the undesirable thing by perpetuating these three gauges.

During the time when the First Plan was formulated, they ought to have taken the decision: this rationalisation. It is the first thing that has to be done by India. They never applied their mind to it. They are too lathergic, too lazy and too much of *status quo-walas* to consider in terms of vision, in terms of the needs of half a century in advance.

I will place two or three considerations before you. My friend, the Member of the Swatantra Party, was referring to accidents in the Railways. Even from the point of view of accidents, broad-gauge is subject to less accidents or derailments than metre gauge. If you see the figures, in 1957-58, as against 610 broad-gauge derailments, there have been 1413 metre-gauge derailments. The breadth of the gauge ensures stability for the movement of the train. Therefore, even from the humane point of view of lessening the number of accidents, you have to introduce this broad-gauge. I would not say, do it within the course of five years or ten years. All that I say is that we have to make a beginning. History will recall the decision taken by the present Minister and his colleagues in golden words if they take a definite decision this year: hereafter not a mile, not a furlong of metre gauge or narrow gauge will be built and every new line that will be built will be groad-gauge. Then ultimately during the course of years, we will be able to introduce this rationalised modern uniform system of Railways as it prevails in the United Kingdom, the United States of America and in other countries.

The Prime Minister very often proclaims in public meetings that we are in the age of atmomic energy.

Shri Bhagwat Jha Azad: Bullock-cart age.

Shri Hanumanthaiya: Where are the Railway Ministry?

The Minister of Railways (Shri Dasappa): We are producing electric locomotives.

Shri Hanumanthaiya: You are in the steam stage, Sir. I am coming to that point. If you had taken the Prime Minister seriously and if the Prime Minister takes his own words seriously you ought to have stopped manufacture of locomotives, either steam or diesel. You ought to have straightway started the manufacture of electric locomotives. The second decision you have to take is that the Railways must be electrified in every place in India. We have not got sufficient quantity of coal in this country. And I understand that the good quality coal has been exhausted during the days of British for these Railways. We want high grade coal for our industrial development, and we cannot afford to waste that good-quality coal on railway traction. I am told, when it is a question of delay in Railways, they attribute it to coal because it is bad quality. This coal is a commodity which is not available in sufficient quantity and of the right kind. Therefore if you are really planning, if you have that visision, you ought to see that coal is the one thing you have to give up for Railway traction as soon as possible. Likewise, diesel oil. We pay heavily for it in foreign exchange. We cannot afford to do so for all time to come. Besides, it is needed for more important project. If that is the position—and we have no oil reserves, because nature has not yet revealed to us that amount of oil that we need—we have to place oil traction also in the second category. The priority must be for electric traction. For example, in Mysore the Sharrawati valley project which I have the good fortune to start in my days is likely to produce nearly a million kilowatts of power. Actually the increased demand for power is not able to consume that much of electricity in that part of the country. So plenty of electricity is available for electric traction in that part of the country. Have you taken any decision on that subject?

Therefore you have to see that this biggest public undertaking of ours behaves in a really big manner and not in a narrow-minded or metre-minded fashion. If this vision does not appeal to the Railway Board it deserves to be thrown overboard. If the Planing Commission is not inspired by this vision it will have missed its mission. And in-between you will have to effectively advise the one and exercise sufficient authority over the other.

Sir, I would make one additional point and close my speech. Here is the biggest public undertaking. According to the Planning Commission write-ups it determines the pattern of our industrial and economic growth. And yet the Railway Minister is the one man who is not consulted in the matter of industrial and economic planning of this country. If anything, he should be a permanent member of the Planning Commission. If public undertakings form the basis of our socialist structure, if the Railways re the biggest public undertaking of the Government which wants to build a socialist structure of society, then the Railway Minister has to be a permanent member of the Planning Commissioin, because it is he who deals with this pattern at its source.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Hanumanthaiya: Sir, I have only spoken for fifteen minutes, I think.

Mr. Deputy-Speaker: No, he has already taken twenty-five minutes.

Shri Hanumanthaiya: Then I do not want to transgress on your kindness. I will take other opportunities, when speaking on the Demands for Grants, to say something on a few more subjects.

Sir, the two hon. colleagues of the Railway Minister are eminent men in public life. I do not congratulate them merely because they occupy their places for the time being. As the saying goes, people do not remem-

[Shri Hanumanthaiya]

ber how long you were in office but they will remember what you did during the time of your office. So I would appeal to all the three of them to see that these major decisions are taken, and taken immediately and effectively. Sir, I thank you for the opportunity given to me.

Shri Bhagwat Jha Azad (Bhagalpur): Mr. Deputy-Speaker, Sir, Mr. Dasappa is one of those few privileged Railway Ministers who has the privilege of presenting a railway budget which has the polish and the shine of all-round development. The initial reaction to it has not been too unfavourable. Both in respect of financial and physical targets he has presented a picture of railway performance and has held out the hope to us that the Railways in future will always carry all that is offered and will always be ahead of the transport demand.

Sir, we welcome this announcement of the Railway Minister. This is the eighth time in the Lok Sabha when I have the privilege of participating in the discussion on the railway budget, and not on one occasion have I spared the Ministry for its lapses. But, at the same time, I have strongly recommended that here is a public undertaking where the Planning Commission must give due allocations for expansion so that whenever the economy goes faster it may be able to take on this load. I am saying this thing because in this background I will be better appreciated when I come to make my next observation.

When the Railway Minister says that the Railways can accept all that is offered, I am reminded of the observation made two years ago by Shri Jagjivan Ram, the then Railway Minister, who said that the Railways could accept no obligation to carry all the traffic. After that, even another Railway Minister, the tallest among the tall. Shri Swaran Singh, said that the Railways were in difficulty and during 1961-62 could not meet the demands for coal and other movements and transport in the country.

Therefore in this background we would like to know what has happened during the last one year and a half to the Railways, against which there was so much cry of shortage of wagons and other things. One and a half years before the Railways could not undertake the obligation of carrying all that was offered. What has happened durings these one and a half years? Here are the Railways who now say that they have something surplus and who also give the hope that in future it would be possible for them to lift all that is offered.

You should see the things in a better perspective. I may remind the Railway Minister that one and a half years before, when they were in difficulties, I along with my friends in this House raised my strong voice to recommend to the Planning Commission to give more allocation to the Railways for better expansion. But now from the accounts given it appears that it does not need any more allocation because it has a surplus capacity and so in future it does not want more expansion. What are the reasons for this?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): We do not say that.

Shri Bhagwat Jha Azad: You do not say. But what I am saying is that this surplus capacity that you have and your holding out this promise mean that the Planning Commission need not give you more allocation. What are the reasons for this? Is it the reason that the Railways were very inefficient and mismanaged two years before; or, if that is not so, is it the position that within one and a half years they have become so much efficient at the top that things are so bright and almost shining just like a new cricket ball? What are the reasons? I think that both the reasons are not correct. They were not inefficient or mismanaged one and a half years ago, nor have they become so efficient that they can claim from the housetops that they have a surplus capacity.

The reasons are quite different. This 'prosperity' of the Railways is at the cost of India's slow and sluggish economy. We have discussed the mid-term Appraisal of the Plan and the House would not expect me to go into all those details to which I referred last time. But I may say that this is the reason, because now, for example, coal which was the worst headache of the Railway Ministry one and a half years ago has been absolutely brought down to 92 million tons. The Third Five Year Plan has revised the coal target three times, and from 102 million tons it has come down to 92 million tons. There has been this scaling down of the target of coal.

And then, the expansion of steel programmes, the erection of Bokaro steel plant, has been much behind the schedule. Therefore, this is the secret of the 'prosperity' of the Railways to say "I am in surplus capacity". Then for example, the fertilizer at Naharkatiya and other plants are much behind the schedule, they are much delayed. The other examples are phyto chemicals in Kerala, the vessel plant at Wardha, or the other important things in the public sector in Maharashtra—they are all much delayed. Therefore, the originating traffic which we expected in the Third Plan is not there for the Railways to handle.

These shortages are there not only in the public sector, but if I may be permitted to say, they are there even in the vital private sector economy. And that is why we feel that the railways are in a position to say that they are in surplus today. So far as the shortfall in the public sector is concerned, I quoted the examples of steel, fertilisers, phyto-chemicals and other things. In these fields, it has not been possible for the public sector undertakings to act according to the schedule, and they have been rather much behind the schedule. Therefore, the originating traffic which should have been there was not there. Similarly, in vital private sector projects also, there have been shortfalls, as, for instance, in the case of alloy tools, forgings and castings and so on. In all these sectors, the projects have been behind schedule. That is so not only according to my own assessment but even according to the Planning Commission's own assessment; if I were to give the catalogue which I gave last time in this House about the Planning Commission's assessment in this regard about the shortfalls, it would have been a bigger total. Therefore, it very clearly indicates that the traffic which we wanted was not there, and, therefore, today, the railways can claim that they have surplus capactiy. The point that I want to drive at is this that during the last year and a half, it is not as if there has been very great improvement in its operation, or in the administration or in its economy, It is because of these shortfalls which our economy has been having for the last three years of the Third Plan that the railways could not have the traffic.

I would have appreciated if the hon. Railway Minister had told us how far this surplus capacity has been due to the fact that our economy could not move quickly and the traffic which was expected at the beginning of the fourth year of the Third Plan has not been there. The hon. Minister could have said, 'Look here, gentlemen, if we had traffic beyond that, this picture would have been like that, and in fact, even for traffic beyond that, I have done this, this, this and so on'. If he had said so, we would have been in a position to congratulate the hon. Minister, and we would have said that during the emergency and even before, serious attempts have been made to improve the working of the railways. But that kind of picture is not there before us today.

[Shri S. V. Ramaswamy]

The picture presented by the hon. Railway Minister is that there has been all-round improvement in physical as well as financial targets. But the point is that the targets of the railways are live only so long as those in the other sectors are live. If the targets in the other sectors are dead, it is no good saying that the targets in the railways are live. While the Railway Minister along with his big and great officials of the railway empire can claim this privilege, I along with my countrymen have been shockingly perturbed to see that our economy is moving at such a snail's pace, a fact which has been admitted by the person who till recently had held the post of vice-chairman of the Planning Commission. Even the hon. Prime Minister has given utterance to this in many places on many occasions, and the hon. Railway Minister must have seen that even at Bhubaneshwar and Jaipur, we had quoted facts and figures to show that our economy was not moving according to our expectaion and it had been much behind schedule, with the rich becoming richer and the poor becoming poorer. Therefore, the railways were not called upon to move that much of traffic which it expected to do at the beginning of the fourth year of the Third Plan.

Therefore, this picture that the hon. Railway Minister has presented that there is surplus, and there is a good saving and there is improvement all round does not reflect the correct picture, in the background of these observations which I have made just now. The railway targets could have been approved and appreciated and could have been taken as live if the targets in the other sectors would have been live, but because the targets in the other sectors are dead, therefore, the appreciation is not befitting and is not in the proper perspective.

Then, the hon. Railway Minister has claimed in his budget speech that the improvement in operational efficiency has facilitated economy in capital investment. I wish I could have given much more figures to show that this is a little exaggerated claim of the Railway Minister. We would have been happy if he had told us in his budget speech the grounds on which he says that improvement in operational efficiency has led to economy in capital investment. On the other hand, as I would point out a little later, I would say that economy has been lacking in the Railway Administration, and efficiency also has been lacking as it has been lacking in the entire administrative machinery of this country. We are saying so much today about the fact that the Plan could not be implemented according to schedule. The Plan is very good, and the targets are very much live, and they are acording to our expectations, but they have not been fulfilled, because the electricty to come and light the houses must come through a copper wire and it cannot come throught a wooden wire, and similarly, the Plan must be implemented by an administration which is sensitive, which is as much sensitive as the copper wire and which is not wooden-hearted. In the absence of such an administration, I would say that the claim that the improvement in operational efficiency has led to economy in capital investment is an exaggerated one. I would not say that it is false absolutely, for the present.

Therefore, I say that the statements that the targets are live and that there has been economy in capital investment are not substantiated by facts. Of course, there is surplus and so on, and from the financial point of view, I must say that the Railway Minister has got a few credits, he has been good enough to allocate a good amount for the pension fund, and that will go a great way to help lakhs and lakhs of railway workers who will have some

security and assurance for their future as a result of this scheme. I must also appreciate the fact that the Railway Minister has increased the rate of contribution to the general revenus. I know as a student of economics, that this is not an innovation, since it reflects more into the proper cost of capital. I know that this is a good thing. Then, he has also increased by 2 per cent the supplementary freight on goods. From the financial point of view, these apparently small things look to be very good on a small convas. But again, it is a matter for discussion whether it was not possible for the Railway Administration to have met this additional commitment in regard to the pension fund and the increased rate of contribution to the general revenues, by effecting economy in the administration. I feel that this commitment could have been met by economy in the administration. So, there was no need for any further increase in the freight rate from that point of view.

Here is a great public undertaking of which all of us are proud, and of which the whole country is proud, and we share with the Railway Minister the feeling that we are proud of this public undertaking but we expected from this public undertaking that during the emergency where there is a demand for economy in administration, there would have been greater attempts at economy in the administration in this undertaking also. The hon. Finance Minister had given a catalogue of the measures that he had taken in this regard, and he had stated for instance that he had issued such and such a circular to such and such a department saying that there should be a ten per cent cut and so on. I would like to know from the hon. Railway Minister whether he has done anything like that in the railways, like his illustrious colleague the Finance Minister, saying that he wants a reduction in expenditure on administration, if not to the extent of 10 per cent, at least to the extent of five per cent. I am afraid that he has not done anything like that in the railways.

On the contrary, we have been seeing that there has been an increase in expenditure and that due to increase in the cost of coal and other raw materials. That only shows, as I shall point out when I speak on the general budget, that Government could not succeed in controlling the prices in this country. What the Home Minister said yesterday, while replying to the debate on the Vice-President's Address, regarding price control and the measures that Government had taken did not convince us even in the least.

The present Railway Minister had also been the Finance Minister of Mysore State formerly. Let it be frankly understood that this humble and meek gentleman who is the Railway Minister and for whom we have all respect, should have taken some concrete steps in this direction, especially at the time of this emergency when the entire country is demanding economy in administration. I do not mean economy on certain essential or important sectors which may affect the targets, but certainly in those sectors where it is possible to effect such economies. For instance, I can quote an example. I am not so fortunate as Shri Kapur Singh to get an hour for speaking; otherwise, I could have quoted a large number of instances, as he did from that very report to point out that there is still scope for economy, to which the Public Accounts Committee has always drawn the attention of the Ministries concerned. But they come and they go. I do not know how far there has been any effect.

Coming to another vital point, I would appreciate the Railway Minister's attempt to begin to bring the freight rates nearer the cost of carrying items of traffic. That is a good thing. This new enthusiasm for the cost principle is to be appreciated. Unusual promptness in brining this and quick transit services are also to be appreciated. These conveniences to the consumers are laudable. But I

[Shri S. V. Ramaswamy]

would ask a question: has he tried to assess its impact on road transport? When the country's economy is lagging, you are giving these things, these facilities, but these will in future mar the prospects of road transport. When after a year or two, our economy sees sunshine and looks up, the railways will not be able to provide the requisite transit and by that time road transport will have been killed.

The Railway Minister knows more about it. He may laugh at this suggestion now. But I have seen that road-rail coordination has always floundered on many a difficult rock. The final report of that Committee is also not received. In this background, while these privileges given by the Railway Minister to the consumers are laudable, they may have—possibly I may be wrong—serious repercussions on road transport.

I would say that the hierarchy and bureaucracy in the Railway Administration are not on the decline. Parkinson's law operates there in full measure where big posts are created either in cadres or outside, but in the name of economy, the poor TTEs who are claiming some allowance are never included in the running staff. There are five classes of staff there. The brakeman who only loads and unloads the goods is there, but the TTE cannot be included there. I am just giving an example.

The administration is so efficient that while in consultative committee as well as on the floor of the House Ministers have announced that MPs' letters and suggestions should be acknowledged—which the Minister does very meticulously—by the head of the department—we write only to the Ministers or the heads of the staff—here is the General Manager to whom I write but who does not care to reply. This is how the administration is improving. The General Manager who was written letters does not even care to see them. Is that the improvement affected? I feel ashamed, that my letter written to the General Manager is not replied to by him. I am proud to say that when I write to the Railway Minister, he writes back 'I would look into the matter'. But what happens in the railways. The General Manager passes it on to the Chief Commercial Superintendent or somebody else. He has not the courtesy to reply to my letter. What was the letter about? Just asking for reservation in MPs' quota in the third class, for two middle berths. He may reject it. But he does not have the courtsey to reply to me.

Then with my own eyes, I see corruption in respect of accommodation in third class sleeper coaches. Before my own eyes, a TTE received Rs. 6 to give a berth to someone. It happened three times. To avoid this unpleasantness, wrote 'Please reserve two middle and two lower berths in the MPs' quota in third class'. The man did not reply to the letter. That is how efficiency has improved!

When I ask that an overbridge should be provided at Pirpinthi—it is a question of a few thousand rupees; without it every year a few lives are lost there and travelling passengers are put to great difficulty—you cannot do it. Every year, year after year, all the Ministers hold out high hopes to lessen overcrowding. But what has been done?

Shri Dasappa: We have never refused any overbridge or underbridge.

An Hon. Member: He is talking of overcrowding.

Shri Bhagwat Jha Azad: I am sorry. Before referring to overcrowding I was referring to overcrossing. The Minister misunderstood it.

When the mute millions of this country are contributing a large share of the railway revenues, why should the railways not cater for their convenience instead of making the rich

richer, as is the general theory in other economies? You never care to see the far-off stations which go through the distant villages where public opinion is not organised as in Calcutta where people by direct action take what they want from the Railways. But an overbridge at Pirpinthi is refused, or a little extension at Coalganj or Mamalka is not agreed to. Your own decision to convert the Ekchari station to a flag station is not implemented.

These constituencies which are far off, which pass through only villages where public opinion is not organised, require your attention. Now you go on extending facilities in the suburban and urban areas. But these places want your attention which I am trying to draw. Your administration has specialised in only one thing; they always say 'no'. They do not know how to say 'yes'.

An Hon. Member: Also run late.

Shri Bhagwat Jha Azad: An experienced Minister like the Railway Minister should try to inculcate in them a sense of responsiveness; this wooden-hearted administration, the railway empire, must be shown how to say 'yes' also sometimes. That is my request to the hon. Minister. I hope under his regime things will improve and backward areas which have been neglected, where we are demanding extension of railway lines, from Bausi Mandir Hill to Deogarh, Pirpinthi to Dumka or a double connection between Kiul and Howrah, will be looked into. I hope in the light of the picture of the operation of the railway services I have attempted to draw before the House, he will once more look into the matter and see that things improve under his aegis.

Mr. Deputy-Speaker: Shri R. S. Pandey.

Shri U. M. Trivedi *rose*—

Mr. Deputy-Speaker: Two Opposition Members between them have taken 1 hour and 25 minutes. Two Congress Members have not taken more than 45 minutes. I have to see to proper allocation.

Shri U. M. Trivedi: They may have more time. But we should also be called, after someone speaks on the other side.

Mr. Deputy-Speaker: I am calling him.

Shri U. M. Trivedi: Otherwise, it will be unfair.

श्री राम सहाय पाण्डेय (गना) : उपाध्यक्ष महोदय, मैं संसदीय शिष्टाचार के नाते, इसके पूर्व कि रेलवे बजट पर मैं अपने विचार प्रकट करूं, मैं रेलवे मंत्री श्री दासप्पा, उनके साथी मंत्री और मंत्रालय के जो अधिकारी हैं, उनके प्रति बधाई प्रकट करना चाहता हूं । यह इसलिये कि अगर आप ११० वर्ष के इतिहास को देखें तो आपको पता चलेगा कि आज के इस दिन जो कुछ भी रेलवे के माध्यम से हमारे जन मानस को मिला है वह इसके पहले नहीं मिला है ।

मुझे याद है अपने बचपन की जब मेरे पिता के पिता अर्थात् मेरे दादा बम्बई गये थे । उस समय मैं शायद पांच वर्ष का बालक रहा हूंगा । उन्होंने बताया कि वह बम्बई बहुत दिनों के बाद पहुंचे । मैं तब पांच वर्ष का था जब कि उनकी उम्र बहुत ज्यादा थी । वह उस यात्रा का किस्सा भी बतलाते थे कि जब वह बम्बई पहुंचे तो बैलगाड़ी से पहुंचे और शायद एक महीने से अधिक समय उनको लगा । इसलिए वह भी एक इतिहास आपको सामने रखना होगा जब कि आज हम इस समय ऐसी कम्प्रीहैंसिव पिक्चर, एक ऐसा नक्शा अपने सामने रखते हैं जिस नक्शे में उत्पादन अधिक, यात्रियों को सुविधाएं देना, ज्यादा यातायात सुविधा बढ़ाना और मालगाड़ियां अर्थात् गुड्स ट्रेन्स की सुविधा बढ़ाने का सवाल है, इन सब

[श्री राम सहाय पाण्डेय]

चीजों को अगर आप देखें तो आप को ऐसा लगता है कि हमारी सरकार ने उस में एक संतोषजनक प्रगति की है आज ३६,००० मील पर हमारी रेल चलती हैं। हम चाहते हैं कि यह माइलेज और बढ़े। जब सरकार और सुविधायें देने की कल्पना करेगी, तो इसमें कोई सन्देह नहीं है कि जो कुछ हमें आज प्राप्त है, वह हमको कम और अपर्याप्त लगेगा। जिस समाजवादी व्यवस्था के अन्तर्गत हमने अपने समाज की आर्थिक और सामाजिक उन्नति की कल्पना की है, उस में एक सब से बड़ा प्रसादात्मक गुण यह है कि हम जनता की डिजाइर्ज को, उस की एस्पीरेशन्ज को और उसकी महत्वाकांक्षाओं को बढ़ाते हैं, जिसका परिणाम यह होता है कि जो कुछ भी हम देते हैं, वह इतना न्यून, कम और थोड़ा दीखता है कि हमको यह अनुभव होता है कि हमको अपने साधनों का और समन्वय करके अधिक से अधिक सुविधायें देनी चाहिएं।

15.00 hrs.

लेकिन जो कुछ अभी तक हुआ है, उस को हमें इस तुला पर रखकर देखना होगा कि हमारे पास जो धन, सामग्री और आर्थिक साधन हैं, हमारी जो आर्थिक व्यवस्था है, उस को देखते हुए हम ने कितनी प्रगति की है। हमें यह कहने में तनिक भी संकोच नहीं है कि हमारे पास जो कुछ भी साधन हैं, जो हमारी प्लानिंग है, उसको देखते हुए जो कुछ भी हुआ है—उस से भी और ज्यादा होता, तो हम को बड़ी खुशी होती —अगर उस से बहुत संतुष्ट होने की बात नहीं है, तो बहुत दुखी होने की भी कोई बात नहीं है।

११० बरस के इतिहास को पीछे छोड़ते हुए जिस तरह हम आगे बढ रहे हैं, उस को दृष्टि में रखते हुए हमें यह मानना पड़ेगा कि रेलों के द्वारा हम ने अपने सामाजिक जीवन में एक बड़े समाजीकरण का दर्शन किया है। मैं यह अनुभव करता हूं कि उत्तर और दक्षिण, पूर्व और पश्चिम की सीमाओं के बधन तोड़ कर हमारे जीवन में जो समाजीकरण उत्पन्न हुआ है, उस में रेलवेज का बड़ा हाथ है और शायद पहला स्थान है। हमारे पास कोई ऐसा साधन नहीं है, कोई ऐसा एपेरेटस नहीं है, जो हमें उत्तर से दक्षिण और पूर्व से पश्चिम पहुंचाता हो, जो तमाम संस्कृतियों का एक संगम हमारे मनों और हमारी भावनाओं में पैदा करता हो। हमारे देश में यह कार्य रेलों के द्वारा ही सम्पन्न किया गया है। देश की आर्थिक उन्नति में प्रसार और विस्तार, हमारे सामाजिक जीवन में निकटता और उस के साथ ही सांस्कृतिक स्तर पर भावनात्मक एकता लाने का कार्य भी हमारी रेलों के द्वारा सम्पन्न हुआ है।

५७,००० किलोमीटर पर बिछी हुई पटरियों पर चलने वाले यातायात के द्वारा जो उपलब्धियां हमें प्राप्त हुई हैं, उन से अधिक नहीं तो थोड़ा संतोष तो हो सकता है। रेलवेज से हमारे देश के जन-जीवन में विकास और प्रगति की जो सम्भावनायें पैदा हुई हैं, उन से हमें आशा मिलती है।

हमारे यहां पब्लिक और प्राईवेट, ये दो सैक्टर हैं और पब्लिक सैक्टर में, जनता के क्षेत्र में, सब से बड़ा स्थान रेलवेज का है। इस बजट के दो हिस्से हैं—एक यात्रियों का और दूसरा माल ढोने का। हम ने अपने बजट में यह कल्पना की है कि फ़र्स्ट और सैकंड कलास से २२ करोड़ रुपये की आमदनी होगी और थर्ड क्लास से १६२ करोड़ रुपये की। पिछले वर्षों का इतिहास बताता है कि हर एक बजट में रेलों का किराया बढ़ा। माननीय मंत्री जी से मेरा निवेदन है कि अब वह एक नई परम्परा डालें और एक नई कल्पना करें। अब भी कुछ देर

नहीं हुई है । अब वह एक सिम्बालिक रिडक्शन करें और थर्ड क्लास का किराया घटायें, चाहे वह हज़ार किलोमीटर पर पांच रुपया ही हो । इस में कहा गया है कि हमारी ५७,००० किलोमीटर पटरियां बिछी हुई हैं और पांच मिलियन अर्थात् पचास लाख पैसेंजर बुक होते हैं, यानी ट्रेन पर बैठते हैं । इस में कोई सन्देह नहीं कि इन पचास लाख पैसेंजर्ज में ज्यादातर थर्ड क्लास में बैठते हैं । हमारे देश में लाखों की तादाद में जो लोग रेल की यात्रा करते हैं, माननीय मंत्री जी उन को यह अनुभव करने का अवसर दें कि सरकार किराया बढ़ा भी सकती है और घटा भी सकती है । अब तक यह देखा गया है कि जहां कराधान का प्रश्न आता है, सरकार कर बढ़ाती ही बढ़ाती है । माननीय मंत्री जी इस विचारधारा को उलट दें, और यह सिम्बालिक रिडक्शन कर के देश के नागरिकों को यह अनुभव करायें कि सरकार को उन के हितों और सुविधाओं का पूरा ख़याल है ।

रेलवेज़ की स्थिति पारसाल से अच्छी है । यातायात के साधन कुछ बढ़े हैं और माल ढोने के साधन भी बढ़े हैं । माल ढोने के क्षेत्र में रेलवेज़ की आमदनी ३६५ करोड़ रुपये के करीब है । यह ठीक है कि पैसेंजर ट्रेन्ज में रेलवेज़ को कुछ घाटा है, या प्राफ़िट नहीं है। लेकिन ये दोनों विभाग रेलवेज़ के पास हैं । एक डिपार्टमेंट की आमदनी दूसरे डिपार्टमेंट को ट्रांस्फर की जा सकती है । सरकार यह सिम्बालिक रिडक्शन कर के देश को बता सकती है कि हम केवल किराया बढ़ाने की दिशा में ही नहीं सोचते, बल्कि कुछ घटा भी सकते हैं ।

माननीय सदस्य, श्री हनुमन्तैया, ने पंडित जी के प्रवचन की तरफ इशारा किया, जिस में उन्होंने कहा है कि अब हम साइकलयुग में हैं और हमारी इकानोमी टेक-आफ़ की स्थिति में है । हम हमझते हैं कि पहले पैदल चलने से हम बैल-गाड़ी पर चढ़े और बैल-गाड़ी से साइकल पर आए और साइकल के बाद अब हम रेलों पर चलते हैं ।

एक माननीय सदस्य : हवाई जहाज़ पर भी ।

श्री राम सहाय पाण्डेय : हवाई जहाज़ पर चलने वाला समाज बहुत थोड़ा है । रेलों पर चलने वाला जो समाज है, वह गांवों का समाज है, ग़रीब समाज है । यदि सरकार रेलवेज़ का बजट बनाने के समय कुछ प्राफ़िट और लास की भावना से प्रेरित हुई, तो यह पैसेंजर्ज की सुविधाओं को उपलब्ध करने की तरफ़ बहुत आगे नहीं बढ़ सकेगी । उन को इस प्रकार की मैथामैटिकल कैलकुलेशन में नहीं पड़ना चाहिए कि इस में इतना घाटा होता है या लाभ नहीं होता है और हमें गुड्ज़ ट्रैफ़िक से लाभ होता है । अगर हम ने यह मानदण्ड अपने सामने रखा, तो हम तीसरे दर्जे के यात्रियों के मन में यह विचार पैदा करने में कभी भी कामयाब नहीं हो सकेंगे कि हम उन से किराया कम लेना चाहते हैं और उन की सुविधाओं में वृद्धि करना चाहते हैं ।

जब हम ने इस समाजवादी, प्रजातंत्रवादी पद्धति और प्रणाली में लोगों को कम्फ़र्ट प्राप्त करने के लिए प्रोवोक किया है, जब हम ने उन को ज़रा तेजी से अपना लक्ष्य प्राप्त करने के लिए और साइकल, बैलिज़ और ट्रेन के द्वारा जाने के लिए प्रोवोकेशन दिया है, तो हमें उन को इस की पूरी सुविधायें देनी चाहियें और रेलवे प्रशासन को इस बारे में गम्भीरता से सोचन चाहिए । अभी देर नहीं हुई है । मेरा सुझाव है कि रेलवे प्रशासन

[श्री राम सहाय पाण्डेय]

को हजार किलोमीटर पर पांच रुपया किराया कम करना चाहिए ।

जहां तक रेलवे यात्रा का सम्बन्ध है, मैं निवेदन करना चाहता हूं कि आप जरा पुरानी दिल्ली के रेलवे स्टेशन पर जाइये । वहां पर आप देखेंगे कि फ़र्स्ट क्लास के जितने बुकिंग काउंटर हैं, उतने ही थर्ड क्लास के हैं । यही नहीं, बम्बई, कलकत्ता, छोटे छोटे टाउन्ज और छोटे छोटे गांवों में जो स्टेशन हैं, वहां पर टिकट लेने की खिड़कियों पर बड़ी भीड़ होती है । वहां पर एक बोर्ड लटका होता है जिस पर लिखा रहता है जेब कतरों से बचिये । एक तरफ तो उस आदमी को एलर्ट रहना पड़ता है, टिकट लेने के लिए जी तोड़ कोशिश करनी पड़ती है और दूसरी ओर उस को अपना एक हाथ जेब पर रखना पड़ता है । जो उस वक्त उस की हालत होती है वह वही जानता है । टिकट लेने के बाद जब वह सवार होने के लिए प्लेटफार्म पर जाता है और गाड़ी आने पर उस में चढ़ने की कोशिश करता है तो या तो वह चढ़ नहीं पाता है और अगर किसी तरह से चढ़ भी जाता है तो उस को अन्दर जा कर जगह नहीं मिलती है । रेल और पेल, इन दोनों का गहरा संबंध है, अगर रेल है तो पेल जरूर होती है । अगर आदमी अन्दर चला गया तो जो अन्दर है वह बाहर नहीं आ सकता है और अगर वह बाहर आ जाता है तो बाहर वाला अन्दर नहीं जा सकता है । इस तरह की चीजों के दर्शन अगर आप प्लेटफार्म पर जायें तो आप को बड़ी आसानी से हो जायेंगे । मैं चाहता हूं कि जितनी सीट्स आपने कम्पार्टमेंट में लिख रखी हैं, उस से अधिक लोगों को आप कम्पार्टमेंट में जाने की आज्ञा न दीजिये । इससे हममें अनुशासन आयेगा और अनुशासन के साथ साथ यह भी होगा कि जिस किसी को टिकट दिया जा चका है, वह आराम से यात्रा कर सकेगा, आराम से अपने डेस्टीनेशन पर पहुच सकेगा । यह देखा गया है कि जितने आदमी कम्पार्टमेंट में लिखे रहते हैं उस से कहीं अधिक आदमी कम्पार्टमेंट में यात्रा करते हैं । गांव के लोग जो यात्रा करते हैं, वे अपना सामान खुद ही उठाते हैं, वे लाठी और लोटा भी साथ रखते हैं और उनके हाथ खाली नहीं होते हैं । एक हाथ में लोटा तो दूसरे हाथ में डंडा रहता है और उन के लिए गाड़ी में घुसना एक समस्या होती है और कई कई बार तो अन्दर घुस न पाने के कारण, उनकी गाड़ी मिस हो जाती है । यह भी देखने में आया है कि जो अन्दर मुसाफिर होते हैं वे बहुत ही अनचैरिटेबल होते हैं उनके साथ जो बाहर होते हैं । वे अन्दर से ही दर्वाजा बन्द कर लेते हैं और दूसरों को घुसने नहीं देते हैं । हां यह बात जरूर है कि एक बार जब कोई आदमी अन्दर चला जाता है तो वे उसको सम्भाल लेते हैं । मैं चाहता हूं कि मुसाफ़िरों में डिसिप्लिन लाने के लिए जो कुछ भी किया जा सकता है, रेलवे द्वारा किया जाना चाहिए । इसके लिए यह जरूरी है कि जितनी सीट्स हों, उससे अधिक पैसेंजर्ज का बुकिंग न हो । दूसरी बात यह है कि रेलें बढ़नी चाहियें, उनकी तादाद बढ़नी चाहिए और तीसरी बात यह है कि यात्रियों को अधिक से अधिक सुविधायें दी जानी चाहियें ।

अब मैं खाने के सम्बन्ध में कुछ कहना चाहता हूं । एक नैशनल न्यूट्रिशन एडवाइजरी कमेटी की रिपोर्ट निकली थी । उस ने अपनी रिपोर्ट में यह सिद्ध किया था कि जो खाना रेलवे में प्राइवट केटरर्ज से यात्रियों को मिलता है, उसकी न्यूट्रिशनल वैल्यू कुछ नहीं होती है, उसका स्तर जो नेशनल लेवेल है, उससे बहुत नीचे होता है । आपने एक रुपया सत्ताईस नए पैसे में थाली देने का प्रबन्ध किया है और उसमें आप वराइटीज भी देते हैं लेकिन आपको उसके साथ साथ यह भी देखना चाहिए कि उस खाने में न्यूट्रिशनल वैल्यू भी हो, खाना ताजा हो, सफाई से बनाया गया हो, उसका स्वाद अच्छा हो ।

अब मैं स्लीपिंग कोचिज़ के बारे में कुछ कहना चाहता हूं। न जाने कैसे यह चर्चा सुनाई देती है कि अगर आप स्लीपिंग बर्थ चाहते हैं तो अगर आप कुछ दे दें तो आप को बड़ी आसानी से मिल जायेगा। यह जो चीज है, इसको आपको दूर करना होगा। मैं यह नहीं कहता हूं कि जो आदमी जाना चाहता है उसको आप को रोक देना चाहिये। लेकिन स्लीपिंग बर्थ हासिल करने के लिए आप ने जो व्यवस्था कर रखी है, उस में अगर कोई त्रुटि है जिस की वजह से लोगों का पैसा देने से काम बन जाता है तो उस त्रुटि को आप को दूर करना होगा। इस प्रकार के भ्रष्ट कार्य न हो सकें, इस की ओर आप को ध्यान देना होगा। जब तक पैसा न दिया जाए तब तक सीट बुक नहीं होगी, यह जो भावना है, लोगों के दिलों में इस को आप को मिटाना होगा। इस के खिलाफ आप को सख्त कार्यवाही करनी चाहिये। अगर आप जरूरी समझें तो इस चीज को दूर करने के लिए आप मोबाइल मैजिस्ट्रेट रख दीजिये जो प्लेटफार्म्स पर मूव किया करें। जिस तरह से पोस्ट एंड टेलीग्राफ ने सिस्टम बना रखा है कि अगर आप एक पोस्ट कार्ड भेजना चाहते हैं तो आप डाक में, लेटर बाक्स में डाल दीजिये और वह खुद-ब-खुद ही डेस्टीनेशन तक पहुंच जाएगा और उस में किसी प्रकार भी भ्रष्टाचार नहीं होगा, उस में किसी प्रकार की करप्शन की बात नहीं होगी, उसी तरह से आप रेलवे सिस्टम को ऐसा बनाइये कि यहां पर करप्शन की कोई गुंजाइश ही न रहे। जब आदमी के पास टिकट होती है और जो जायज पैसे टिकट के हैं या रिजरवेशन के हैं या स्लीपिंग बर्थ के हैं, उन्हें वह देने के लिए तैयार होता है लेकिन उस को स्लीपिंग बर्थ नहीं मिलता है और जब वह दो रुपये ज्यादा देने के लिये तैयार हो जाता है तो उस को झट से मिल जाता है, उस समय उस की जो स्थिति होती है, वह देखने लायक होती है। मैं रुपये देने के औचित्य को सिद्ध करना नहीं चाहता हूं। मैं तो रेलवे मिनिस्टर से इतना ही कहना चाहता हूं कि रेलवे एडमिनिस्ट्रेशन में जो भी भ्रष्टाचार है, उसको दूर करने की चेष्टा उनकी तरफ से होनी चाहिये, वह तुरन्त खत्म होना चाहिये। आप ने कहा है कि पचास लाख आदमियों का पार्टीसिपेशन इस रेलवे में हर रोज होता है, पचास लाख आदमी हर रोज रेलवे के कांटैक्ट में आते हैं। यह सब से बड़ा पब्लिक अन्डरटेकिंग है। अगर किसी को दो रुपया भी अधिक देना पड़ता है तो जब वह अपने गांव में लौट कर जाता है तो दूसरे लोगों को कहता है कि अगर रुपये न दिये जायें तो लोग जा ही नहीं सकते हैं तो एक बहुत ही खराब भावना सरकार के प्रति लोगों के दिलों में पैदा हो जाती है। अगर यहां पर भ्रष्टाचार व्याप्त रहता है तो हमारे सामाजिक जीवन में से वह निकल नहीं सकेगा और यह शासन के प्रति, रेलवे के प्रति, मंत्रियों के प्रति और सभी अधिकारियों के प्रति एक प्रकार से लांछन की बात है। इस का कोई औचित्य नहीं हो सकता है।

अब जो ट्रेनें लेट चलती हैं, उस की तरफ भी आप देखें। जब मैं ने इस का कारण पूछा तो मुझे बताया गया कि इंजन में जो कोयला लगता है, उस की क्लोरोफिक वैल्यू कम होती है, जो स्टीम उस को मिलनी चाहिये वह स्टीम उस को मिल नहीं पाती है और इस कारण से उस की जो स्पीड है, वह कम हो जाती है और गाड़ियां लेट हो जाती हैं। जो भी गाड़ियों के लेट चलने के कारण हों, आप को उन कारणों को दूर करना चाहिये और देखना चाहिये कि किस तरह से गाड़ियां समय पर चल सकती हैं, टाइम पर चल सकती हैं।

अब मैं मध्य प्रदेश के सम्बन्ध में कुछ सुझाव देना चाहता हूं। मध्य प्रदेश की पांच छः प्रदेशों से सीमायें मिली हुई हैं। वहां पर रीवां का एक डिवीजन है जो कि एडमिनिस्ट्रेटिव हैडक्वार्टर्स है। उस में रेल का कहीं कुछ पता ही नहीं है। धार, झबुआ और बस्तर दूसरे क्षेत्र हैं। ग्वालियर से जहां से मध्य प्रदेश की

[श्री राम सहाय पाण्डेय]

सीमा चालू होती है, वहां से अगर आप बस्तर जायें तो पांच रोज या साढ़े चार रोज आप को लगेंगे। एक ही प्रान्त की एक सीमा से दूसरी सीमा तक पहुंचने में अगर पांच दिन लगते हों तो आप कल्पना कीजिये कि हम स्टीम से डीजल और डीजल से इलैक्ट्रिफिकेशन के युग में किस गति से आ सकते हैं। दुनिया तो अंडर ग्राउन्ड ट्यूब्स की बात करती है लेकिन हम कहां पड़े हुए हैं, इस को आप देखें। ग्वालियर से अगर आप शिवपुरी जायें जिस को नैरो गेज कहते हैं तो आप अगर रास्ते में कहीं उतर जायें और भोजन भी कर लें तो उस के बाद भी आप जा कर गाड़ी को पकड़ सकते हैं और आराम से उस में जा सकते हैं। इतनी धीमी स्पीड से वह गाड़ी जाती है। इस तरह की नैरो गेज अभी भी एग्जिस्ट करती है जहां पर इतनी धीमी स्पीड से गाड़ियां चलती हैं। अगर कोई आदमी हमारे बड़े जी की तरह से ताकत वाला हो तो वह एक स्टेशन पर उतर कर दूसरे तक दौड़ कर गाड़ी को बड़ी आसानी से पकड़ सकता है।

श्री बड़े (खारगोन) : आप बम्बई से चुनाव लड़ने के लिये गुना आए। आप के कहने पर अगर मध्य प्रदेश में रेलवे आ जाए तो बहुत अच्छा होगा।

श्री राम सहाय पाण्डेय : हमारा और आपका काम एक ही है और हम एक ही चीज चाहते हैं कि वहां अधिक से अधिक रेलें देने की आवश्यकता है।

अब मैं एक प्रश्न पूछना चाहता हूं। रेलवे का एक नया जोन जिस का हैड-क्वार्टर रीयपुर या बिलासपुर होने को था, उसके सम्बन्ध में क्या निर्णय किया गया है? गुना मक्सी लाइन का काम इस वक्त चल रहा है जिसके लिये मैं आपको धन्यवाद देता हूं। लेकिन इसके साथ ही साथ गुना से ग्वालियर तक एक दूसरी लाइन का भी एक प्रस्ताव था और मैं जानना चाहता हूं कि इसके सम्बन्ध में आपने क्या निर्णय किया है। मैं चाहता हूं कि वासोदा से सरोंज, लटेर, मसूदनगढ़ होते हुए इस को गुना मक्सी लाइन में मिला दिया जाय तो बहुत लाभ लोगों को होगा।

एक बात और मैं विशेष रूप से कहना चाहता हूं। यह ज ज के सम्बन्ध में है। आपके इस वक्त आठ जोंज हैं। इन में से चार ज ज ऐसे हैं जिन का एवरेज माइलेज तीन से चार हजार के बीच है और बाकी जितना माइलेज है वह दूसरे जोंज में आता है। पिछली बार भी यह बात उठाई गई थी और अब भी मैं कहना चाहता हूं कि प्रशासन की दृष्टि से तथा एफिशेंसी की दृष्टि से भी अगर आठ की जगह बारह ज ज कर दिये जायें तो ज्यादा अच्छा होगा। मैं चाहता हूं कि इस पर भी माननीय मंत्री जी ध्यान दें।

अन्त में मैं फिर कहना चाहता हूं कि मैं फर्स्ट और सैकिंड क्लास की बात नहीं करता, मैं तो केवल थर्ड क्लास के पैसेंजर्ज की बात करता हूं। पांच रुपये हजार किलोमीटर पर तीसरे दर्जे के यात्रियों की जेब का ख्याल रखते हुए अगर किराये में कमी कर दी जाए तो वह बात बहुत ही स्वागत योग्य कदम होगा। साथ ही साथ जितनी अधिक से अधिक उनको राहत पहुंचाई जा सकती हो, पहुंचाई जाए।

Shri U. M. Trivedi (Mandsaur): Mr. Deputy-Speaker, in an annoyed mood I used some language against you for which I apologise. Out of the three Ministers of Railways I find only two because the senior Minister ought to have been disgusted with the whole affair and must have gone home.

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): He has just now gone out to have a cup of tea. I have no grouse against any one of them. My personal experience has always been that nobody can beat them in politeness. So far as that aspect of the case is concerned, I have no cause for complaint.

I have studied this railway budget very thoroughly. I do not feel that there is any cause for gloating about the net return that we are making on the capital at charge. Looking at the capital at charge, and adding up to Rs. 1,800 crores at which the value of the capital at charge is given, with the other Rs. 300 crores which have been spent out of the depreciation fund and development fund which make it a gross investment of Rs. 2,148 crores, the return that can be made and which can be available for any cost accountant comes to 1·79 per cent as income; it is not a very desirable thing which we have achieved. There is nothing very extraordinary about it; if the return was about six per cent, it would have been something. I hope that the Ministry will strive to come to that figure. We know that, slowly but surely, the number of our employees is going on increasing, and it has now reached a figure as big as 12 lakhs. The railway has been the biggest employer of labour and this goes on increasing, because everytime when there is something. some accident, some criticism, it results only in an increase in the number of employees.

My hon. friend Shri Kapur Singh, a very sober gentleman, criticised the unmanning of the crossings and the resultant accidents which happen there. I am not of the same opinion as he has expressed, and I am sorry I differ from him in this respect. I feel that there must be some investigation as to why these accidents at unmanned crossings take place only with the trucks and the truck-drivers. What licence has been given to these truck-drivers to get themselves drunk and dash against the railway? The railways run only on the tracks that are laid. The railways cannot swerve one way or the other; they are running on railway tracks; the engine must proceed along that particular track and yet the accidents happen. Something of the nature of an investigation must be done with regard to this. I do not say that all of them must be manned. Wherever possible, they may be manned. I say there are some crossings over which once in a month or once in a year....

Shri Kapur Singh: Are you speaking on Prohibition or on the railway budget?

Shri U. M. Trivedi: . . . a car or a truck may pass, and yet the accident may take place. That aspect must also be studied, and the demand of the Communist party just to increase the employment must not be looked into with just the face which is always there. I would ask the Railwoy Ministry to look into what they have done with the depreciation fund, with the revenue reserve fund and with the development fund, and how they have lost upon them and how they have now opened their eyes in building up these funds. I would urge upon them the necessity of not drawing upon the general revenues to augment their resources for further building up. They must be self-sufficient, and the depreciation fund and the revenue reserve fund which they are bound to build under the statutory provisions, under the conventions, must be so built up that at no time should they fall back upon the general revenues for building up their programmes.

In the scheme of things, I had several occasions of going into the directorate in the Rail Bhavan. I find that there is one director known as the Vigilance Director. I made certain enquiries about this Director, and the Lok Sabha informed me as to the activities of this Vigilance Director. I would like to know—if the hon. Minister does not know I will give him the figures myself—why they waste Rs. 20,000 per month on this establishment of the Directorate of Vigilance. What does the Director do? In the whole year, only two cases have been investigated upon. (*Interruption*). I will give them the figures if they want the figures.

Shri Shahnawaz Khan: I will give him the figures.

Shri U. M. Trivedi: I will give him the figures. Two cases have been sent to the Special Police Establishment,

[Shri U. M. Trivedi]

and on 111 cases departmental action has been taken. I will give them the figures that they want. I remember the figures. But the difficulty is, I still come to the conclusion, as a lawyer, that not more than two cases have been investigated. Even these two cases could not be prosecuted by them and they had to be sent to the Special Police Establishment for prosecution! I fail to understand of what use has this department been to them. I say, close it, and please stop this waste that is going on there. There is sufficient vigilance organisation at the zonal levels, and they are sufficient to meet the requirements and a directorate of this type is unnecessary.

Most of you as Ministers must have had the occasion of going to the Delhi Railway Station and must have seen the stacks of goods and parcels that are lying there on the whole platforms, and creating discomfort to the passengers who have to walk along these platforms. Have you tried to verify how many thefts occur on these platforms? Hundreds. I have got the lists. I can give you the lists. I have got lists, showing the parcel way-bill received and entered in the inward register, and the parcels disappear when the delivery is to be made. What happens to these parcels? Most of these are parcels of fruits. The railway employees, big and small, want to enjoy the fruits of the public. The fruits are sent home. Delivery is not shown and trace is not made, and the station master and the claims inspector who are authorised to make a payment of Rs. 50, without any further reference to the Commercial Department or the Commercial Superintendent make a payment of Rs. 18 to Rs. 20 to the detriment of the railway revenues. Why is this thing going on? For how many years is this going on?

Would you like to trace what a great leakage of revenue occurs at the Tughlakabad siding? Please go and verify how the wagons containing plantains, bananas, coming from Bombay side are handled.

An Hon. Member: My constituency.

Shri U. M. Trivedi: No wharfage is paid and no demurrage is paid and who manipulates all these things? A huge leakage is taking place. Last year also I pointed out this aspect, and I do not know whether the matter has been investigated or not.

A huge leakage of revenue also takes place in the loading of sugarcane by the sugar millowners. Overloading takes place; charges are made only up to a particular point. This results in blackmarketing of sugar and loss of revenue in sales-tax, and loss of revenue in income-tax and in any amount of black market money for which the Finance Minister was saying the other day, "Show me the method of hunting it out."

Shri Bade: Four lakhs in sugarcane.

Shri U. M. Trivedi: This is going on. I would therefore say that this leakage of revenue must be stopped. Then there is what we call the loss of revenue by misfeasance. My hon. friend, Shri Ramaswamy, our Deputy Minister is a barrister and he understands the word "misfeasance". It is not a question of merely non-feasance, it is a question of misfeasance. Deliberately false bills are made out. Work is not done, drilling is not carried out, earth is not moved but bills are prepared and money is paid to the contractors. This happened in the doubling of Godhra-Ratlam section.

Shri Kapur Singh: It is a matter of shame.

Shri U. M. Trivedi: The net result has been a total loss running into crores of rupees. The officer or officers concerned are nowhere to be traced; of course, the contractors are available but we have not taken any action so far against the contractors.

Sir, we have got a big directorate of the Railways and the purpose of this directorate is to see that there is a single type of uniform administration all over the Railways. Although there are zonal administrations and the powers of the general managers have been revised under the Railway

Act and the supreme authority for railway administration is the General Manager, notwithstanding that, we have got the railway directorate which must guide. But, unfortunately, what happens is that there is a complete lack of co-ordination between the various units of the railways. In between two divisions there is lack of co-ordination and in between two zones also there is lack of co-ordination. How long this state of affairs will continue is a thing to be judged by all of us.

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): In what respect?

Shri U. M. Trivedi: I will tell you. I knew that you will put such a very pertinent question. If you go along to any division you will find that if a train of one division is running about five minutes late the connecting train of the other division will not wait for it although it is within the same zone, and the connecting train will be allowed to start in time. I had the misfortune recently to travel from the Northern Railway on to the Central Railway. I found that as soon as my train steamed in the connecting train of the Central Railway steamed out. When I reached the platform I could see the last coach of the train leaving out. My train was only three or four minutes late. This is the co-ordination between divisions, this is the co-ordination between zones.

Shri S. V. Ramaswamy: They are supposed to wait for 15 minutes.

Shri U. M. Trivedi: Now the train which can run from Jodhpur to Delhi by a shorter route on the Northern Railway is not allowed to do so, but it is asked to run by the longer route resulting in unnecessary waste of time and money of the public and unnecessary waste of energy. How long will this continue? If you want more details I can sit down and talk with you about the time-table that is there.

Shri Shahnawaz Khan: You are welcome to do so.

Shri U. M. Trivedi: Now I come to the real problem and that is about the employees of the railways. Times without number I have been telling you and requesting you to stop this terror of the police on the railway staff. What is happening now? Very recently I went to a station where I found that unauthorised hawkers travel on the train and sell their commodities. One station master, silly enough, foolish enough, protested and said that he will not allow them to do so. He asked the ticket examiners to get hold of some of the hawkers and charge them for travelling without tickets. The third day, his own son, the station master's son came to see his father at the station and he was taken away as being found on the platform without a ticket and produced before a magistrate at Baroda. What is this? 14 *murgas*—they call them ticketless travellers—*murgas* cocks or hens—at Phulera were taken and the police said: यह हमारा आदमी है Unfortunately, it was the squad known as the Shahnawaz Squad. The ticket examiners were travelling and the Shahnawaz Squad caught hold of them and took them away. What was the result? You will be surprised, even Shri Shahnawaz Khan will also be surprised to know that all the six ticket examiners were hauled up before the Sub-Inspector of police and he abused the ticket examiners saying:

बन्द कर देगा । हम राजा हैं तुम नहीं ।
यह स्टेशन हमारा है ।

The poor ticket examiners were frightened. Unfortunately, or fortunately for them I was going to Jodhpur on that day, I met them there and I got them off.

Shri Kapur Singh: Please tell us more about the *murgas*.

Shri U. M. Trivedi: This is what is happening about the police. Something must be done for co-ordinating the efforts of the police for the protection of the ticket examiners and not for the sake of oppression of the poor staff. Some of them are willing to help the public, but they are not allowed in every little thing. The worst offender in this respect is the Rajas-

[Shri U. M. Trivedi]

than police and you must take action in this respect.

About small items of corruption I need not narrate, but I think you are all aware of this fact that there is a fund, which generally the members of the staff raise, known as the Railway Minister's Fund. Some money out of this is being spent for helping the poor members of the staff. Sometimes it is being used for making donations to the National Defence Fund. It is a good effort and a very nice effort on the part of the staff. Certainly, they are guided by good motives. But, can it be used for the purpose of helping a Class I officer with a sum of Rs. 7500 to send his son to some foreign country? Is it to be used for that purpose? If you want I will give you the cheque number of this money. It was paid under cheque No. AB/24-520003.

Shri S. V. Ramaswamy: It relates to which Railway?

Shri U. M. Trivedi: I do not want to name the officer. It was done at Delhi—Northern Railway.

Now, Sir, let us come to the arrangement of these de-luxe trains. You have run very nice trains, very beautiful trains and everybody likes to travel by de-luxe trains. We have made a rule that large packages will not be allowed to be taken into the carriages of this train. But try and enter into one of these trains at the New Delhi Station. You will find that big packages are being pushed in. There is no room for anybody to move about.

An Hon. Member: That is the fault of the passengers.

Shri U. M. Trivedi: It is the fault of the railway administration also. It shows the weakness of the railway administration. It does not happen at Bombay. Why does it happen at Delhi? Why is it that at Bombay you cannot enter with large packages whereas in Delhi you can.

Shri Harish Chandra Mathur: Delhi is the seat of freedom.

Shri U. M. Trivedi: There is greater freedom; people are more licentious at Delhi.

Shri Nambiar: Sometimes Members of Parliament themselves do it.

Shri U. M. Trivedi: Yes, Shri Nambiar is one of them but I am not.

Then we come to the question of your vying with the God of death in killing people. Every year the Railways kill at least 6000 men.

Shri S. V. Ramaswamy: No.

Shri U. M. Trivedi: You will say "No". But that will not carry us any further. I know the figures.

Shri S. V. Ramaswamy: In 1962-63 it was 129 for the whole year.

Shri U. M. Trivedi: Here is the book which will give the light to you I say it is 6000 in all. If you want the correct figure, it was 5984—what does it matter if it is 16 more here or there. 16 more are there.

Shri S. V. Ramaswamy *rose.*—

Shri U. M. Trivedi: Please do not enter into discussion. I will give you the figure. I have calculated it. It comes to 500 men per month. You can calculate how many per day.

Shri Kashi Ram Gupta: If you exclude the holidays, it will come to 20 people per day.

Shri U. M. Trivedi: They are helping to solve the population problem in this way.

Shri Shahnawaz Khan: What is that book?

Shri U. M. Trivedi: The report of the Railway Board on Indian Railways for 1962-63, the latest report which has been supplied to us.

I will now come to the woe of the railway employees. We have got the station masters all along our railways. We cannot do without them. They are the bulwark, they are the sons who earn your livelihood. They are the persons who bring in money to you. At the wayside stations it is the station master that does everything. He is expected to do every duty. He is

the booking clerk, coaching clerk, goods clerk, ticket clerk and also the guard in some cases. He is the representative of the general administration in the station. What is his fate? It is unenviable. Why? Even the old BB & CI Railways, run by the British, realised it that to keep a man at a wayside station in wilderness he must be given a good house, because he is doing an essential service and he shall not be charged any rent. In our greatness, because we are after money and we want to tax everybody, we decided that it is better to tax the poor station master also. I would not grudge your charging rent from those who live in cities, but have some compunction for those who live in wayside stations. Now they are made to pay through their nose for living accommodation which they can get for 8 annas or 10 annas or one rupee in a village. They must not be charged the standard rent of Rs. 16 or 20 for houses which were built a hundred years back and which are not worth the rent which is charged for them. Further, other amenities are not available to them. Some of them have not received the increments which are their due.

On top of all this, in Central and Northern Railways a peculiar thing is going on from the days of the British, and that is the interpolation in the higher grade by some outsiders, the net result of which is that the station master remains stationary at Rs. 225 and does not go above it because in the higher grade another interlopper is put. I do not understand why this interpolation is going on even now.

Shri S. V. Ramaswamy *rose*—

Shri U. M. Trivedi: I will supply him all the figures. He need not disturb me just now. Even the Supreme Court suggested to the railway administration that they should see to it that this further ignominy of interlopping is done away with. So, I would request him to look into the position. If it has been done away with in the Western Railways, Eastern Railways, South-Eastern Railways and the Southern Railways, I do not know why it is still kept in vogue in the Central and Northern Railways alone. It must be stopped.

Mr. Deputy-Speaker: He should conclude now because there are two more members to speak from his group.

Shri U. M. Trivedi: I will speak for another ten minutes.

Mr. Deputy-Speaker: It will be deducted from the time allotted to his group.

Shri U. M. Trivedi: I will see to it that they get their allotted time.

I now come to the question of guards. I do not know why the guards have got no regular avenues of promotion. While all others put in the same grade and category can get promotion and rise in this department upto a salary of Rs. 400, the guards, poor people, after getting into their grade, which is A and which is supposed to be superior, get stopped at Rs. 280.

Very recently I have seen that night allowances are being granted to booking clerks, train examiners and to all others but no night allowance is being granted to the guards. Why this discrimination against the guards? Why that decision, I have never understood it. The worst part of it is that the circular says—I have seen it—that the administration will decide about the granting of night allowances to other categories after consulting the unions. That means that you are throwing those people who do not want to join any union into the laps of the unions and then come to you through the union. They are your employees and it is your duty to look to their comforts rather than the unions bring it to your notice. Why has such a circular been issued?

Then one thing more and I think that will end my criticism about the Railway Minister. At least, please do not show your ignorance. I am not blaming you because you are the Minister but actually the blame must fall upon your head. When I look into the

[Shri U. M. Trivedi]

Demands for Grants I find that allocation which ought to have been shown under Western Railway has been shown as if it is an allocation to the Central Railway. The Railway Board must be completely aware of the fact that the Kotah-Bina section has been handed over to the Western Railway. Similarly, the Ujjain-Bhopal section is also in the Western Railway. The new railway which is being constructed from Guna to Shahjahanpur-Maksi is certainly not in the entral Railway. Look at the map which is hung in all the Western Railway compartments. You will be surprised to find that the new railway which was opened in 1954, the broad guage to connect Ujjain with Indore, is being shown as metre gauge in the latest map. Why this ignorance? So many things are done in ignorance—so many stations are being spelt wrongly; so many wrong things are being notified. Those who come from outside make a fool of us and laugh at us. Do not make a laughing stock of ourselves.

In the first Report (Third Lok Sabha) of the Public Accounts Committee you will find any amount of examples of waste but what has struck me most is at page 83, namely,—

> "A siding at Halisahar was being used from 1947 for stabling condemned wagons in dispute with Pakistan Government and the special surveys conducted in 1953-57 revealed that 3,930 feet of railway track with fittings valued at Rs. 28,000 had been stolen. In addition, component parts of the wagons stabled on the siding valued at Rs. 1.56 lakhs were stolen between 1950 and 1957."

They are also taken away. Further on you will find that even wagons have disappeared.

15.49 hrs.

[DR. SAROJINI MAHASHI *in the Chair*]

So many things disappear. Wagons also disappear. Are they eaten away by white ants? There was once a story and we used to laugh at that. The Posts and Telegraphs Department gave an explanation of iron poles being eaten away by white ants. It is something like that. Wagons have disappeared and that too because there was a siding near Pakistan. Could we not open our eyes when that incident took place in the year of grace 1947 when Pakistan took away 40 wagons lying at Jammu-Tawi? Jammu-Tawi is on our side, an engine came in and we could not even bring down one little bridge for preventing the wagons from being carried. All the 40 wagons were carried away to Pakistan. And here we are still trusting Pakistan! Such a thing should not happen again. I do not want to repeat all that has been said by the Public Accounts Committee.

Then, my attention is drawn to the big tomtoming that is being done of checking ticketless travel. Have we succeeded in checking ticketless travel? We are spending Rs. 280 lakhs in wages of the ticket-checking staff and the total income that we desire from it is Rs. 224 lakhs. What is this business? I cannot understand it.

The hon. Minister has been pleased to say, in the longest speech that I have seen coming from a Minister covering 40 pages that we shall have no difficulty about the movement of smalls now. I am happy to know it. Great difficulty is being felt in my own area about the movement of smalls. But will it be given effect to? I hope that it will be given effect to. Even if orders are passed, these smalls are the things over which a good deal of money is being made by the inferior staff, the booking staff. A notice board is put. Nobody is to check it. It is written: Movement of smalls only on Wednesday. This will be put down on Thursday. So, the man will come on Wednesday and on Wednesday they will put: Movement of smalls only on Monday. Like this the circle will go on and will never come to an end. We will never come to know when the smalls will be moved.

Then, I come to the question of sleepers for our railways. This has been vexing the minds of our Ministry and vexing the minds of this Government. It appears every year something happens in Kashmir and one lakh sleepers, two lakh sleepers, three lakh sleepers just go away along the river and they go into Pakistan and we get nothing. Then, there was the big fire at Dhilawan which we all know. It was a case of sabotage and our Railway Board also came to the conclusion that it was a case of sabotage and yet no action has been taken. Apart from it, while I am at it, I have figures to show that a railway sleeper is available for broad gauge and metre gauge in India easily for Rs. 18 and Rs 12 respectively. Why is it that a sleeper was indented at a landing cost of Rs. 31·21 nP. per sleeper from America? In other words, for every sleeper a loss of Rs. 13 was being incurred and for 10 lakhs of sleepers what a colossal loss it is? These are very small matters, but cumulatively they have a greater effect and they show that economy can be effected in our country if we keep our eyes open and it is in these days, in these days of Emergency, that none of us can afford to be so generous at the cost of the country and that too by putting the money into the pockets of dishonest people.

श्री गोरी शंकर कक्कड़ (फतेहपुर) : चेयरमैन महोदया, रेलवे बजट तो हर वर्ष साधारण तौर पर आता है । जहां तक रेलवे विभाग का सम्बन्ध है, इस में कोई शुबहा नहीं है कि भारत सरकार का यह विभाग ऐसा है, जिस के बारे में यह समझा जाता है कि उस का सब से अधिक राष्ट्रीयकरण हुआ है । इस में भी कोई सन्देह नहीं है कि इस विभाग का सम्बन्ध साधारण आदमी से ले कर बड़े आदमियों तक से है ।

साधारण हालत में तो यह विभाग काम करता ही है, परन्तु जब किसी मुल्क में युद्ध छिड़ जाता है, संकट-कालीन समय आ जाता है, तो उस समय रेलवेज पर एक और बहुत बड़ा उत्तरदायित्व आ जाता है कि वह उस में भी शासन की सहायता करे । यह तो मैंने देखा है कि चाइना से युद्ध छिड़ जाने के बाद रेलवेज ने बहुत अच्छी तरह से और सफलता के साथ युद्ध की सामग्रियों को ढोया है और उस में पूरा सहयोग दिया है । इसके लिये रेलवे विभाग वधाई का पात्र है । परन्तु एक बात मुझे विशेष तौर पर कहनी है और वह यह है कि यद्यपि भारत सरकार ने एक बार नहीं, अनेकों बार इस बात का संकल्प किया है कि वह देश में एक प्रजातन्त्रीय और समाजवादी ढंग चलाना चाहती है, किन्तु इस बड़े विभाग में उस ने इस तरह का तरीका अपनाया है कि देखने लायक बात है ।

मुझे यह बात कहने में जरा भी संकोच नहीं है—और आंकड़े देखने से यह पता चलता कि—कि रेलवे की जो वार्षिक आमदनी है, उस का ८५ प्रतिशत भाग तीसरे दर्जे में चलने वाले मुसाफिरों से प्राप्त होता है । मैंने माननीय रेलवे मिनिस्टर की स्पीच पढ़ी है, जिस में उन्होंने एमेनटीज का भी जिक्र किया है । "एमेनटीज" न कह कर मैं अपने हिन्दुस्तानी शब्दों में कहना चहता हूं, "साधारण व्यक्ति की साधारण आवश्यकतायें" । इन आवश्यकताओं की पूर्ति करने में रेल विभाग ने अब तक क्या प्रगति की है और उस का क्या संतोषजनक उपाय हो सकता है, उस के बारे में मुझे केवल यह कहना है कि कई वर्षों से लगातार यह कहा जा रहा है कि तीसरे दर्जे के मुसाफिरों की साधारण आवश्यकतायें भी सरकार अभी तक पूरी नहीं कर पाई है ।

इस सम्बन्ध में इस बात का भी उल्लेख आया कि रेल-गाड़ियों के तीसरे दज में जो भीड़-भाड़ होती है, वह अपनी जगह पर कायम है । उस के अतिरिक्त मुझे विशेष तौर से यह कहना है कि अगर हमारे रेलवे मंत्री उन बाहरी स्टेशनों को, जो कि

[श्री गौरी शंकर कक्कड़]

बड़े बड़े जंक्शन के अतिरिक्त हैं, छोटे स्टेशनों को या जिले के केन्द्र के स्टेशनों को देखें, तो उन को मालूम होगा कि उनमें जो लम्बे प्लेटफार्म हैं, उन पर जो शैड बनाये गये हैं, वे प्रायः इतने छोटे होते हैं कि जब कोई गाड़ी आती है, तो उस का एयर-कन्डीशन्ड डिब्बा तो भले ही उस शैड के अन्दर आ जाए, लेकिन बाकी सब डिब्बे शैड के बाहर रहते हैं। अगर गर्मी का मौसम है, तो तपाती हुई धूप में औरतों और बच्चों को घंटों पहले से गाड़ी की प्रतीक्षा में खड़ा रहना पड़ता है और उस झुलसती हुई धूप में खड़े रहने के बाद वे रेल पर चढ़ पाते हैं। अगर बरसात का मौसम है, बारिश हो रही है और जोरों से बारिश हो रही है, तो भी उन के लिये कोई साया नहीं है और वे प्रायः भीगते हुए रेल से उतरते हैं और रेल पर चढ़ते हैं। इसी तरह शरद् ऋतु में भी जब कड़ाके की सर्दी पड़ती है, तो उन को सख्त सर्दी का मुकाबला करना पड़ता है।

जो बजट हमारे सामने है, उसके आंकड़ों से यह जाहिर होता है कि रेलवे प्रशासन का सरप्लस है और उसने काफी धन कमाया है। तो क्या यह सम्भव नहीं है कि कम से कम इस बात का प्रयास रेलवे मंत्रालय की तरफ से हो कि प्रत्येक प्लेटफार्म पर एक साधारण शैड ऐसा हो, जिस में पूरी गाड़ी आ जाए और मुसाफिर उस शैड के नीचे खड़े हो सकें, साधारण सवारियों को कुछ सुविधा मिल जाये और वे जाड़े, गर्मी और बरसात, इन तीनों मौसम में सहारा ले सकें और थोड़ा सा आराम उठा सकें?

16·00 hrs.

हमारे रेल मंत्री जी ने अपने भाषण में विशेष तौर से कहा है कि तीसरे दर्जे में बिजली के पंखे लगा दिये गये हैं। मैं कहना चाहता हूं कि तीसरे दर्जे में पंखे लगा देने से सवारियों को सुख अधिक नहीं मिलता है और अगर आपको उनको सुख पहुंचाना है तो पहले आपको उनके लिए पानी की व्यवस्था करनी होगी। कहीं पर किसी भी रेलवे स्टेशन पर साधारण तरीके से पानी की व्यवस्था आज नहीं है। मैं इस सम्बन्ध में एक सुझाव देना चाहता हूं। इस में बहुत अधिक पैसा खर्च नहीं होगा। इस तरह की व्यवस्था उनको कर देनी चाहिये कि तीसरे दर्जे का प्रत्येक, डिब्बा एक दूसरे से जुड़ा हुआ हो और तीसरे दर्जे में एक जगह पर पानी की व्यवस्था गाड़ी के अन्दर ही उनको कर देनी चाहिये चाहे कोल्ड स्टोरेज बना कर या टंकी बना कर। तीसरे दर्जे में चलने वाले गरीब आदमी के लिए अगर इस तरह से साधारण जल की व्यवस्था हो जाये और उसको पर्याप्त पानी मिल जाये तो यह एक बहुत बड़ी सुविधा होगी। लेकिन इसके लिए यह जरूरी है कि तीसरे दर्जे के जितने भी एक गाड़ी में डिब्बे हैं उन सब को एक दूसरे के साथ अन्दर से मिला दिया जाये और एक ही स्थान पर पानी की व्यवस्था कर दी जाये, तभी सभी यात्रियों को लाभ हो सकता है, अन्यथा नहीं। इस से एक और भी लाभ हो सकता है। तीसरे दर्जे के डिब्बों में चलती गाड़ी में बहुत सी वारदातें हो जाया करती हैं, कभी किसी को मार दिया जाता है और कभी किसी का सामान लूट लिया जाता है। अगर तीसरे दर्जे के सभी डिब्बे एक दूसरे से अन्दर से ही मिले हुए हों और गाड़ी में पुलिस का प्रबन्ध हो, रेलवे पुलिस का प्रबन्ध हो, तो पुलिस आसानी से इस तरह की वारदातों को होने से रोक सकती है, इस तरह की वारदातों पर नियंत्रण रख सकती है। इस तरह से जल वाली चीज और सुरक्षा वाली चीज, ये दोनों एक साथ हल हो सकती हैं।

यह देखा गया है कि जिन गाड़ियों में तीसरे दर्जे के डिब्बे लगे होते हैं वे सब एक साथ नहीं रहते हैं, अगल अलग रहते हैं पहले तीसरे दर्जे की बोगी है, उसके बाद फर्स्ट

क्लास की बोगी होती है, फिर सैकिंड क्लास की होती है और उसके बाद फिर तीसरे दर्जे की बोगीज होती हैं । इस तरह की चीज आजकल चलती है । अगर तीसरे दर्जे के सभी डिब्बे एक साथ कर दिये जायें तो उसे यात्रियों को बहुत सहूलियत हो सकती है । आजकल ऐसा होता है कि अगर एक जगह पर डिब्बे में जगह नहीं होती है तो मुसाफिरों को जगह पाने के लिए इधर उधर दौड़ना पड़ता है और भीड़ भाड़ की वजह से बहुत ज्यादा परेशानी का सामना करना पड़ता है । अगर सभी डिब्बे एक साथ जोड़ दिये जायें तो लोगों को पता चल सकता है कि इस स्थान पर तीसरे दर्जे के डिब्बे होते हैं और वे आसानी से एक डिब्बे में अगर जगह नहीं मिलती है तो दूसरे में बैठ सकते हैं । तीसरे दर्जे के डिब्बे एक स्थान पर, दूसरे दर्जे के दूसरे स्थान पर और पहले दर्जे के एक साथ तीसरे स्थान पर हो जायें तो लोगों को बहुत सुविधा हो सकती है ।

माननीय मन्त्री जी ने अपने आंकड़ों में बताया है कि आमदनी में बढ़ोतरी हुई है । उन्होंने यह भी कहा है कि बिजली के इंजन अथवा डीज़ल इंजन जल्दी ही आने वाले हैं और आ रहे हैं या तैयार हो रहे हैं । मैंने उनके आंकड़ों को देखा है । मुझे यह देखने को मिला है कि चितरंजन में प्रत्येक मास में छः बिजली के इंजन बनाने का लक्ष्य है लेकिन अभी तक एक ही इंजन तयार हो रहा है एक मास में । किस तरह से ऐसी हालत में यह आशा की जा सकती है कि उस लक्ष्य की प्राप्ति शीघ्र ही कर ली जायेगी । इस में सन्देह नहीं कि अगर बिजली के या डीजल इंजन चलने लग जायेंगे तो हर प्रकार की सुविधा हो सकती है, रफ्तार भी तेज हो सकती है और स्वास्थ्य के लिहाज से भी यह चीज आवश्यक है ।

आज देखा जाता है कि जितने भी आराम हैं, वे सभी शहर वालों को दिये जाते हैं । रेल व्यवसाय सरकार का सब से बड़ा व्यवसाय है और सही तौर पर इसका राष्ट्रीयकरण हुआ है । सरकार ने समाजवादी व्यवस्था लागू करने का भी निर्णय कर रखा है । लेकिन समाजवाद के अनुरूप जो काम किये जाने चाहियें उनकी ओर जरा सा भी ध्यान नहीं दिया जाता है । यह मैं इस आधार पर कह रहा हूं कि जो निर्धन हैं, जो साधारण व्यक्ति हैं, उनके आराम का तो कोई खयाल नहीं किया जाता है लेकिन जिन के पास पैसे हैं, जो धनवान हैं, जो फर्स्ट क्लास में चलने की तौफीक रखते हैं, उनके आराम की ओर अधिक से अधिक ध्यान दिया जाता है । यह जो नीति है यह बदलनी चाहिये । कब सरकार का दृष्टिकोण बदलेगा, यह मैं जानना चाहता हूं ? एक बात मेरी समझ में नहीं आती है । यह कानून बना हुआ है कि फर्स्ट क्लास का किराया देने पर मुसाफिर को यह अधिकार है कि वह रात्रि में यदि सफर करेगा तो उसको सोने के लिए बर्थ देने की व्यवस्था होगी । परन्तु जो तीसरे दर्जे में चलने वाला यात्री है, जिस की बदौलत रेलवे को ८५ प्रतिशत आमदनी होती है, उस बेचारे के लिए यह सुविधा तक नहीं है कि अगर वह पैसा दे कर भी टिकट खरीदता है तो उसके लिए सोने की बात तो दूर रही, रात्रि में बैठने तक की व्यवस्था की गारंटी नहीं है । यह बहुत बड़ी कठिनाई है, जिसका हल होना आवश्यक है । जो लम्बे सफर की गाड़ियां हैं, उन में तीसरे दर्जे में अब भी भीड़भाड़ उसी तरह से होती है जैसे पहले होती थी । इसके विपरीत जो गाड़ियां ज़िले के अन्दर या छोटे फासलों में चलती हैं जो लोकल ट्रेंज होती हैं, उनमें तीसरे दर्जे में भीड़ भाड़ कम होती है । इसका कारण यह है कि प्रत्येक प्रान्त में बसें इतनी अधिक चालू हो गई हैं रोडवेज इतनी अधिक चालू हो गई हैं कि लोग उनमें अधिक संख्या में सफर करते हैं । उनमें समय भी कम लगता है और आराम भी काफी मिल जाता है । जो लोकल ट्रेंज हैं उनमें डिब्बे तो काफी लगे रहते हैं लेकिन सवारियां कम होती है और काफी डिब्बे खाली

[श्री गौरी शंकर कक्कड़]

रहते हैं । अगर उनमें कुछ तीसरे दर्जे के डिब्बे कम कर दिये जायें और उन डिब्बों को लम्बे सफर वाली सवारी गाड़ियों में लगा दिया जाए तो तीसरे दर्जे में सफर करने वालों को सुविधा हो सकती है । इस ओर मैं चाहता हूं कि माननीय मन्त्री जी ध्यान दें ।

आचार्य कृपलानी जी ने कहा था कि क्या सरकार यह समझती है कि यह उसका अधिकार है कि जैसे चाहे वह राज करे, जिस प्रकार से चाहे मिसरुल करे । अगर ऐसी बात उसके मस्तिष्क में है तो मुझे कुछ नहीं कहना है । अगर ऐसी बात नहीं है और सरकार सही मानों में प्रजातन्त्रीय समाजवाद की बात सोचती है तो फिर मैं कहना चाहता हूं कि रेलवे मन्त्रालय के कदम सही ढंग से इस ओर उठने चाहियें और उसको देखना चाहिये कि तीसरे दर्जे के यात्रियों को जितनी अधिक सुविधायें दी जा सकती हैं, दी जायें । दुख की बात है कि प्रत्येक वर्ष जब भी रेलवे बजट पेश किया जाता है तो उसमें तीसरे दर्जे में सफर करने वाले मुसाफिरों की ओर कतई ध्यान नहीं दिया जाता है । आराम तो उनकी किस्मत में है नहीं लेकिन जो जायज तौर पर उनको सुविधायें मिलनी चाहियें उनसे भी उनको वंचित रखा जाता है ।

अब मैं रेलवे क्रासिंग्ज के बारे में एक बात कहना चाहता हूं । बहुधा देखा गया है कि रेलवे क्रासिंग ऐसी जगहों पर होते हैं जहां पर यातायात ज्यादा होता है, जहां पर बाजार या मंडियां होती हैं, वे क्रासिंग अब भी उसी तरह से हैं जैसे पहले थे, वहां किसी तरह का भी अंडर-ब्रिज या ओवर-ब्रिज नहीं बना है । मैं फतेहपुर की बात आपको बताता हूं । यह कानपुर और अलाहाबाद के बीच में नार्दन रेलवे पर एक खास स्टेशन है । वहां पर दो क्रासिंग ईस्टन और वेस्टन हैं और कचहरी की इमारत, दीवानी कलक्ट्री आदि सभी दूसरी साइड में हैं । मैंने देखा है कि एक एक दिन में एक एक व्यक्ति को आने जाने में कम से कम चार घंटे तो जरूर इन्तजार करना पड़ता है इस बात के लिए कि कब फाटक खुले, कब वह जाये । आजकल के युग में हम इस तरह से समय नष्ट करें यह मेरी समझ में नहीं आता । मैं रेलवे मन्त्रालय से प्रार्थना करूंगा कि वह इस चीज को ध्यान में रक्खे और जो क्रासिंग्स इस प्रकार की हैं उनमें अवश्य ही अण्डर ग्राउण्ड या ओवर ब्रिज बनाना चाहिये ।

अभी मैं मैसूर स्टेट में गया । आज कल जो हमारे माननीय मन्त्री हैं वे इस को किसी प्रकार से पक्षपात की बात न समझें । मैं यह कहना चाहता हूं कि जो सबसे बड़ी कोयले की खान वहा है उसके यातायात के लिये अब तक रेलवे लाइन कनेक्ट नहीं हुई है । उसे बहुत बड़ा संकट है और बहुत बड़ा नुकसान हो रहा है । क्या रेलवे मन्त्री महोदय इस बात पर ध्यान देंगे कि वहां पर लोहे की खान है, वहां पर आयरन ओर समुद्र तट तक जाता है । वहां के लिये एक रेलवे लाइन की व्यवस्था होनी बहुत आवश्यक है । आजकल के युग में जब हर तरह हमारे मुल्क का व्यवसाय बढ़ रहा है और लोहे की खानें चारों तरफ बढ़ रही हैं तब हमको उसे तेजी के साथ दूसरी जगहों पर पहुचाने का प्रबन्ध अवश्य करना चाहिये ।

16.11 hrs.

[MR. SPEAKER *in the Chair*]

Shri Dasappa: May I know what State he is referring to?

Shri Gauri Shankar Kakkar: Mysore State.

Shri Dasappa: You are referring to coal.

Shri Gauri Shankar Kakkar: I mean iron ore: I am referring to Mysore State and to the transporation of iron ore.

इसके बाद मुझे सिर्फ एक बात कहनी है और उसे रेलवे मन्त्रालय को करना है । उसमें ज्यादा पैसे का व्यय नहीं होगा । वह यह है कि जो उनका प्रशासन या ऐडमिनिस्ट्रेशन चल रहा है उसमें प्रायः यह देखा गया है कि जो डिवीजनल सुपरिन्टेंडेंट या जनरल मैनेजर होते हैं वे पूरा नियन्त्रण अपने हल्के में नहीं कर सकते हैं । अगर सरकार डिस्ट्रिक्ट लेवेल पर अफसरों का कोई विकेन्द्रीकरण करे तो सरकार को ज्यादा सुविधा हो सकती है ।

इस समय मुझे यह चीज भी अवश्य कहनी है कि जब हमारी भारत सरकार के इतने बड़े विभाग का राष्ट्रीयकरण हुआ और इतनी जबर्दस्त आमदनी उससे होती है तो कोई कारण नहीं है कि रेलवे कर्मचारियों को सन्तुष्ट करने के लिये उनको कम से कम एक महीने का वेतन बतौर बोनस के न दिया जाये । वर्कशाप्स के बारे में जिस इन्सेन्टिव का जिक्र किया गया है वह बहुत ही नाकाफी है । उसमें है कि अगर वह ज्यादा काम करते हैं तभी बढ़ोतरी होगी । मेरा निवेदन है कि रेलवे कर्मचारियों को इस बात का अवसर दिया जाये कि वे यह समझें कि अगर वे मेहनत से काम करेंगे तो चूंकि यह व्यवसाय का विभाग है इसलिये उनको मासिक वेतन के अतिरिक्त बोनस का अधिकार होगा । यह चीज अवश्य होनी चाहिये इस रेलवे विभाग में ।

जिलों के जो केन्द्रीय स्थान हैं जहां से आपकी गाड़ियां पास होती हैं उन स्टेशनों को एक बार आप अवश्य देखिये । वहां की हालत को देखिये । अभी मैं अलवर गया था । वहां मैंने देखा कि वहां के प्लेटफार्म्स और वेटिंग रूम्स की हालत ऐसी है कि वहां पर दो चार आदमी भी आसानी से नहीं बैठ सकते । यह बात भी की गई है कि बहुत स्टेशनों पर जहां जगह नहीं थी वहां इन्सपेक्टरों के लिये जगह अलग कायम कर दी गई है, उनके लिये कमरा अलग बना दिया गया है, स्टाफ के लिये अलग कमरा कर दिया गया है । वह भी वेटिंग रूम और होटलों की जगह को काट कर अलग किया गया है । ऐसे स्टेशनों पर भी यह किया गया है जहां पर शायद इन्सपेक्टर और स्टाफ वाले साल में एक बार भी नहीं आते । इस सम्बन्ध में मैं विशेष तौर पर फतेहपुर स्टेशन का जिक्र करूंगा । वहां पर वेटिंग रूम्स और होटलों की जगह को काट कर इन्सपेक्टर और स्टाफ के लिये कमरा अलग कर दिया गया है । हमारे मन्त्री महोदय को इन बातों पर अवश्य ध्यान देना चाहिये और इस बात का प्रयास करना चाहिये कि समाजवादी व्यवस्था में जो गरीब हैं उनको ज्यादा सुविधायें दी जायें आराम दिया जाये । तभी सही मानों में आप यह कह सकते हैं कि आप प्रजातन्त्रीय समाजवादी व्यवस्था को ठीक रूप से चलाते हैं ।

Shri A. P. Sharma (Buxar): Mr. Speaker, Sir like the previous year, this year also I would like to congratulate the Railway Minister and the Railway Ministry for presenting a surplus budget and maintaining the financial position of the railways sound without increasing the passenger fares and freights. When the Railway Minister presented the budget in this House and when the budget speech was received by us, I went through the budget speech very carefully. As some hon. Members have said, it is one of the longest budget speeches that has ever been made in this House by any Railway Minister.

While going through the budget speech, I was trying to find out if there was anything new, anything inspiring at least for the 12 lakh odd railway employees in this country who are working in the Indian railways. But I am sorry to say in this House that the same old type of speech that the previous Ministers

[Shri A. P. Sharma]

had made in this House—the standard type of speech as I may call it—was delivered this year also.

The Railway Minister has very kindly said in his budget speech that this year the railways have been able to maintain their earning and the earning has been somewhat more than the previous year. But I find in the budget speech that no effort has been made or there is no mention as to what is going to be done to improve the service conditions and the emoluments of those people who have been mainly responsible for the Railway Minister to present this surplus budget in this House.

If you examine the position of the railway employees, their service conditions and also their emoluments, you will find Sir that apart from the 12 lakh railway employees working in the Indian railways, about four lakh casual labourers are also there. There is no arrangement to pay them adequate salaries. I have already asked a question in this House about this aspect.

As the time at my disposal is very short I would like to deal only with a few specific matters, particularly, the salaries and dearness allowance. If you look at the recommendation of the Second Pay Commission, you will find that they fixed the salaries of the railway employees in terms of the prices prevailing in 1949. At that time, the Pay Commission's recommendations were based on taking the price index as 1.15, and they decided to compensate 15 points by paying an additional dearness allowance. Since then, the Pay Commission has also recommended that every rise of 10 points on an average of 12 months will be further compensated. If you look at the trend in prices, Sir, you will find that today the prices have gone up to 138 points. It is unfortunate that the Railway Ministry and the Government of India should have thought of increasing the dearness allowance of Class IV and Class III employees by Rs. 2 and Rs. 5 respectively which has only resulted in a further rise in prices in the market. Therefore, on the side of the National Federation of Railwaymen and the INTUC, we have always been urging that the solution for meeting this rise in prices or rendering some benefit to the employees is not to increase the dearness allowance, because we know fully well that the Government, at no stage, will either be able to bring down the prices or be able to compensate or neutralise the rise in prices fully. We have always been suggesting that the best way is to provide a chain of fair price grain-shops in the railways. We used to have grain-shops but they were abolished on certain considerations. But today, we feel that the time has come when the railways should provide foodgrains and essential commodities of life to the railway employees at cheap rates, if they want the railway employees to continue to contribute their efforts to maintain the efficient running of the railways.

Sir, now, I would like to speak about the incentive scheme working in the various workshops of the railways. The Railway Minister has very kindly mentioned whatever he has been told about the working of the incentive scheme. I am sure he had no opportunity to examine the working of this incentive scheme. When this scheme was introduced, three things were agreed to between the National Federation of Railwaymen and the Railway Board. It was agreed, firstly, that under no circumstances higher grade promotional posts will remain unfilled on account of the introduction of this scheme; secondly, recruitment in the lowest grades will not be stopped; and, thirdly, the workers' emoluments will also be considerably increased. The provision there is that it will be increased between 33 per cent to 50 per cent. If you examine all these three aspects you will find that today in all the work-

shops the workers are opposing vehemently the working of the incentive scheme because the higher grade posts are not filled, recruitments are not done and emoluments are also not increased to the extent that it should have increased.

The hon. Minister has also mentioned about production committees, joint comimttees and so many other committees. I can tell you on the floor of this House that all these committees are not constituted by the popular representatives of the railway workers either through their trade union or otherwise, and these committees are only constituted by a hand-picked men by the railway administration.

In this connection, it will be interesting to note the talk of the hon. Railway Minister about the schools, primary schools higher secondary schools and high schools for the Indian Railways. If you examine the previous speech of the Railway Minister and also the working report of the Railway Board you will find that the same figure is repeated every year. I have examined the figures and I find that this year only 16 schools have been added out of which 13 are primary schools, one is a higher secondary school and two are middle or high schools. Instead of saying that they have been able only to provide 13 primary schools or one or two more high schools or higher secondary schools, the same figures of 652 and 63 are repeated in the speech. Although the Railway Board has all along been saying that education is the responsibility of the State and therefore the Railway Board does not own this responsibility, I would like to remind the Railway Minister about the agreement reached between the National Federation of Railwaymen and the Railway Board in the year 1955 according to which the Railway Board undertook to provide primary schools for the education of the children of railway employees.

Sir, as I told you earlier, I had to say many things on the floor of this House, but I will conclude with only one or two more observations. I will first deal with the labour relations on the Indian Railways. I slightly differ from my hon. friend Shri Nambiar when he quoted me as saying that the permanent negotiating machinery has completely failed It is a fact that this machinery is not functioning satisfactorily. At certain places it has failed. There is no doubt about it. But I would say in this House, most frankly, that at the Board's level this machinery has been working successfully. But this is not the position so far as the zonal railways are concerned. I do not say that in all the zonal railways it is so, but in certain zonal railways and in most of the divisions of these railways it has failed. I was expecting that the Railway Minister would examine the working of this machinery in all the railways. What is the greatest defect in this machinery? This machinery suffers to that extent that at the board level if there is difference of opinion between the Railway Board and the railway labour, no arbitration machinery is provided to settle the disputes. The provision in this machinery is that as and when an occasion arises and when a subject is considered sufficiently important an *ad hoc* tribunal would be set up and such subjects would be referred to the tribunal. This is not a happy position, so far as labour relations in the Indian railways is concerned. As a matter of fact at this stage I would like to say that the Railway Ministry, which is presided over by no less a personality than Shri Dasappa, who is known for his Gandhian approach should see to it that some improvement is made in this direction. I have read with interest the article written about the Railway Minister and published in our own *Indian Railway Worker* when he took over as Minister. His coming to this Ministry has certainly encouraged us and we do hope that the Railways, which is the biggest nationalised undertaking, will not follow the same old policies which it has followed for

[Shri A. P. Sharma]

the last 110 years. It should certainly strive for ideal relationship between labour and management, which can be followed by other establishments and other industries.

Shri Nambiar made a reference to the increase in house rent. It is true that the house rent has gone up 3 or 4 times and since the recent increase in house rent the National Federation has differed with the Railway Board on this question. We have been demanding for the last two years that this matter should be referred to arbitration, but the Railway Board has not agreed to this.

Now I also want to mention where I differ from Shri Nambiar. He has said something about the recognition of unions in the Southern Railway. I would like to remind my friend that some time back it was decided that the multiplicity of trade unions should be discouraged. Consistent with that policy, he should be glad, he should be happy that it was in the Southern Railways where the two unions affiliated to the two federations came together and formed themselves into one single union.

Shri Alvares (Panjim): Why cannot the two federations, come together in the same way?

Shri A. P. Sharma: If Shri Alvares tries of course that can certainly be done.

I want to say in this House that in the Southern Railways the union which is functioning is the merged union, as a result of the merger of the two unions. Perhaps, my hon. friend, Shri Nambiar, may differ from me even on the question of the merger because that merger did not turn to his advantage, did not result in any advantage to him. Unfortunately, in the Southern Railways the merger has not turned to his advantage. Therefore, his party has started a new union there and is asking or demanding for the recognition of that union. I am sure if he considers the question dispassionately he will definitely agree with me that in the interests of labour it is not proper that another union should be recognised in the Southern Railways. We should take the cue from that and we should try to bring about one union on all the Indian railways. That should be the slogan of every railwayman and ultimately we may have one national federation.

While closing my speech, in one minute I would like to say something about the attitude of the Railway administration towards those unions which want to settle disputes either by staging a demonstration or by indulging in unlawful activities or, what is called, unpeaceful activities. Recently, there was an illegal strike, as the Railway administration calls it—perhaps, we may also agree with them—in the Lilooah Workshop in the Eastern Railway. This strike, you will be interested to know, was instigated by some people who were never in the forefront of labour movement. So, it can be described as a movement without any leader rather a leaderless movement. Still, friends who are the supporters of Shri Nambiar and others, they have all along been supporting that movement. Then what happened? The railway administration was forced to declare a lock-out for which the Government and the railways were being criticised. After 15 or 16 days, with great difficulty, with the help and good offices of the National Federation of Railwaymen, the lock-out was lifted.

Shri Nambiar: The demand was legitimate.

Shri A. P. Sharma: I do not know The demand was that the emergency shuold be lifted. That demand should be discussed here and not in the Lilooah Workshop. Workers have suffered there. Therefore I request my friends, who are either instigating or who may be instrumental in instigating the workers, not to undertake all these unlawful activities to the

detriment of the workers if they want some constructive trade union movement and if they want that the Railways and the Railway workers should progress.

I close with only one sentence, with my sincere appeal to the hon. Railway Minister. I maintain that the 10,000 workers in the Lilloah Workshop were a misguided lot. They were instigated by agencies which the Railway Administration and the Government have never been able to find out. Those workers should be treated sympathetically. The Railway Administration should find out ways and means to see that their 15 days' wages that had been cut as a result of this lock-out and these activities are restored to them. In what from they can be restored is for the Railway Administration to consider.

With these words I again want to congratulate Shri Dassapa and I hope that he will definitely reorientate the labour policy on the Indian Railways under his regime.

10.31 hrs.

RE: MOTIONS FOR ADJOURNMENT AND CALLING ATTENTION NOTICES

ALLEGED REQUISITIONING OF TROOPS AND CURFEW IN SHILLONG.

Mr. Speaker: I will now take up the adjournment motions.

The Minister of Home Affairs (Shri Nanda): Mr. Speaker, Sir, in the statement made yesterday by Government on the disturbances in Shillong, it had been stated that details were awaited about an incident which occurred in the evening of February 18. The Government of Asssam have reported that at about dusk on February 18, crowds were moving about in the Nogthymmai Umpling area. They were, however, persuaded to go back to their houses.

At about the same time, another crowd set fire to a police post at Laitumkhrah and threw stones at the police beat house. A fire brigade vehicle was sent for. This vehicle, which was accompanied by a police party, encountered road blocks on the way but managed to get near the building on fire. The vehicle was severely attacked with stons and arrows were shot at the police party by the crowd which was blocking one of the roads leadin to the interior. The unlawful crowd was warned to disperse but it paid no heed to the warning and continued to attack the fire brigade and the police party. The police were then compelled to open fire as a result of which the crowd dispersed.

As regards the calling in of troops, it has been ascertained that on a requisition by the District Magistrate, the State Government arranged with the Army authorities in Shillong to have a company of troops to stand by as a precautionary measure so that in case the District Magistrate found it necessary to requisition their services under the Criminal Procedure Code, they may be readily available. The intention was that troops would be available for deployment under orders of a Magistrate should the need arise, and their presence itself was bound to have a steadying effect. The troops were required to go round the affected localities and for patrolling purposes but were not committed in any other way. If they were to be used for dispersing unlawful crowds, this would have been done under proper orders from a Magistrate who was attached to them. The troops were not, in actual fact, used to take action against unlawful crowds and they did not use force or open fire. As regards the Barabazar area, the troops were used on requisition by the District Magistrate for intensive patrolling only and there was a Magistrate with them. It was also expected that the mere presence of the troops would deter lawless elements from

[Shri Nanda]

breaking the curfew and indulging in acts of violence. The civil administration fully retained its powers and responsibilities in the area.

It will be seen that the troops were called in by the State Government and were not actually utilised by the Magistrate for dispersal of illegal gatherings. The State Government was quite competent to ask for such assistance. The Central Goverment did not send the troops nor suggested to the State Government that they may use them. The incidents as well as the handling of the situation were matters which concerned the Government of Assam, and the Central Government did not play any part. As such there is no occasion for an adjournment motion in this House.

Mr. Speaker: In view of the facts that have been stated by the hon. Home Minister, does Shri Swell want to say anything about the Centre's responsibility? Does he still hold that there is Centre's responsibility?

Shri Swell: Sir, as I submitted yesterday, this is a version given by the State Government. But I have here in my hands a telegram from an M. L. A. of Shillong.

Mr. Speaker: How did the military arrive there according to his information?

Shri Swell: He just states that the military took over.

Mr. Speaker: The military might have taken over. But who called them?

Shri Swell: That has not been stated here. He only states that the military took over.

Mr. Speaker: We take it that the District Magistrate asked for the military help and they came over?

Shri Swell: I can't say anything about it.

Shrimati Renu Chakravartty (Barrakpore): The civil authorities have asked for the help of the military. The military had been deployed, as far as I could make out from the statement of the hon. Minister and it corroborates what came out in the *Statesman* of yesterday that the military was used—it was not used for firing—and it was used for all other purposes and it was in the Bara Bazar area. In the papers also it is reported that Bara Bazar area was under troops and they were actually physically present and they were moving about and they brought about order in that area. That is, more or less, corroborated by what the hon. Minister has said. On earlier occasions also, whenever troops had been called out even in aid of civil power, that question has been permitted to be raised in this House as the troops are directly under the Centre. Under the circumstances, my feeling is that it becomes a matter for the Centre to discuss it.

Mr. Speaker: Can she quote any instance which was raised in the form of an adjournment motion?

Shrimati Renu Chakravartty: Sir, adjournment motions have hardly ever been allowed. But I remember, when there was an increase in the tram fares and that movement took place in Calcutta, the military was called out and there was a route march through Calcutta. The matter was raised but it was not permitted on other grounds. That it was something within the purview of the State Government was not urged on that occasion. I remember that very clearly. They said, "No, this is not a question of the failure of the Government" etc. etc. But when the troops were called out, it was not ruled out on this plea that it is something that cannot be brought up in this House. That is my point.

Shri Daji: Sir, before I make a submission, I want to seek a clarification.

Mr. Speaker: Let me answer Shrimati Renu Chakravartty first. She has only said that it was raised here in this House only because the troops had been called. I was only going to tell her that at present I am dealing with the adjournment motion and I want only to know whether there has been a failure on the part of the Central Government or whether it was the responsibility of the Central Government.

Shri Daji: Before I make a submission, I want to seek a clarification, through you, from the Minister. Day before yesterday the hon. the Home Minister did make a mention of some magistrate. But he was not clear and he wanted some facts. Yesterday, the whole statement—as we were told by the Minister of State, a statement as sent from Assam—was read out and there was no mention of the magistrate. Magistrate seemed to have evaporated yesterday and the name of the magistrate has re-appeared to day. So, I would like to seek a clarification as to what happened to the magistrate in yesterday's statement and how has he been smuggled in today's statement?

Mr. Speaker: There is no question of smuggling. (*Interruption*) Order, order, Shri Bade.

Shri Nambiar: You, Sir yourself asked.....

Mr. Speaker: It was not said yesterday that there was no magistrate. We should take everything in proper perspective. Because there was no specific mention that the magistrate made that order I put that question. Shri Bade.

Shri Bade (Khargone): The Central Government was asked to help the State Government by calling the troops and the troops are under the Central Government. When the troops are called and they are there to keep the law and order and they were also patrolling that area, we should consider the adjournment motion here. I fully support Shrimati Renu Chakravartty.

Shri Hari Vishnu Kamath: (Hoshangabad): May I make a submission? The hon. Home Minister, if I have heard him aright, did not say in his statement who or which authority summoned those troops. That is still not clear.

Mr. Speaker: It was the district magistrate.

Shri Hari Vishnu Kamath: The hon. Minister has not said so. He has not said clearly that the district magistrate summoned the troops. How they came there is not clear. In the absence of a categorical statement as to who called them, the House should presume that the Armed Forces which are under the Central Goverment are acting at the instance, express or implied, of the Central Government, unless a statement is made to the contrary; but no such statement has been made by the hon. Minister on that point at all. I have heard the hon. Minister carefully, and he has not said that the magistrate called the troops. Will the hon. Home Minister clarify this point?

Shri Nambiar: Anyhow we have to discuss this here.

Mr. Speaker: When there are unlawful assemblies and they are to be dispersed, Chapter IX of the Criminal Procedure Code will apply, and the relevant sections are sections 127 to 132. This chapter deals with unlawful assemblies.

My lawyer friend Shri U. M. Trivedi has just begun to agree with me, because I see that from his smile.....

Shri Hari Vishnu Kamath: His smile is misleading sometimes.

Mr. Speaker: Section 127 provides that when there is an unlawful assembly, the civil authorities can use civilian help in order to disperse the unlawful assembly; the magistrate can requisition any civilian for his help and then cause that unlawful assembly to be dispersed.

Shri Bade: Civilian troops? I could not follow what you were saying.

Mr. Speaker: I was saying that the magistrate can requisition the help of any citizen and ask him to help him in dispersing the crowd. That is the scope of section 127.

Then, we come to section 128. When the magistrate has commanded that unlawful assembly to disperse, or even without its being so commanded if it appears to him that they would not disperse, of course, he can use force, but that is also only civil force and not any military force.

Then, we come to section 129, which reads thus:

> "If any such assembly cannot be otherwise dispersed, and if it is necessary for the public security that it should be dispersed, the Magistrate of the highest rank who is present may cause it to be dispersed by the Armed forces."

That is under section 129, he can cause it to be dispersed by the Armed Forces.

Shri Bade: Not troops?

Mr Speaker: The definition of the term 'Armed Forces' is also given in section 132. 'Armed Forces' means the military, naval and air forces'. Now I hope it is clear to the hon. Member Shri Bade.

So, under section 129, the magistrate can requisition the Armed Forces whenever he feels it necessary to have that aid.

How that is to be done is described in section 130. That section reads thus.

> "When a magistrate determines to disperse any such assembly by the Armed Forces, he may require any officer thereof in command of any group of persons belonging to the Armed Forces to disperse such assembly with the help of the Armed Forces under his command and to arrest and confine such persons forming part of it as the magistrate may direct, or as it may be necessary to arrest and confine in order to disperse the assembly or to have them punished according to law.".

Shri Hari Vishnu Kamath: The Home Minister's statement is not clear as to how the magistrate acted at that particular moment.

Mr. Speaker: I am clear about it. That statement has been made already.

Then, I shall read out section 130 (2), which deals with the objection that has been raised. It reads thus:

> "Every such officer shall obey such requisition.....".

This is most material, because it would have been a failure to the part of the Central Government, if the military officer or the Armed Forces officer had not obeyed that requisition; if he had not obeyed, then there would have been failure on the part of the Central Government to comply with that requisition.

Shri Namblar: Then, the adjournment motion can come in. Whether he acted properly or not is a question for us to discuss here.

Mr. Speaker: No, no. I do not think that that follows from what I have said; if that is the conclusion that he has arrived at, it means that I have not been able to elucidate the point at all. 'Every such officer shall obey such requisition.' If the District Magistrate thought that he should have the aid of the military, and he got it—it was given to him—that was in exercise of the powers that he had. If the

military had not complied with that, that would have been a failure on the part of the officer and he would have been court-martialled or treated like that. So far as section 130 is concerned, the civil authorities are in charge of the military also and they direct them to arrest any person, confine any person or use any force.

In these circumstances, I do not find there has been any occasion where Central responsibility has been fixed or there has been any failure on the part of the Central Government by the Magistrate summoning those troops at that moment. Therefore, I cannot give my consent to the adjournment motions.

There are seven calling attention notices. So far as they are concerned, if the Members want to elicit any facts, I will certainly allow them to put a question each.

Shri Swell: You have been pleased to decide that the adjournment motions cannot be admitted. I bow to that decision. But may I know from the Home Minister whether he is prepared to use his good offices to see that the situation is Shillong is controlled, brought to normalcy, that whatever misunderstanding there has been between the people and the State Government is, in the interest of the country, it being a border area, removed? Is he prepared to go to Shillong himself and to have an impartial inquiry into what has happened there and to try to use his good offices in the interest of the people and the security of the country?

Shri Nanda: So far as the responsibility of the State is concerned, of course it remains. But to the extent any good offices on my part can help, I shall be most glad and willing to do so.

Shrimati Renu Chakravartty: Is it not a fact that this is the first time that Shillong has seen such a situation and such firings continuing, not for one day but for about three or four days? Even yesterday the papers reported firing. Is there any truth in the allegations that now it has almost been declared as a war between the Khasi people and the State arising out of the background of a series of incidents which have taken place? Is there going to be an inquiry into it by the Central Government?

Shri Nanda: I understand such an unfortunate situation had not arisen before. What has happened is very regrettable. It is a matter for judgment as to what further things have to be done. That will have to be considered.

Shrimati Renu Chakravartty: This is a very serious situation. My question is whether any inquiry is going to be made by the Centre into this.

Mr. Speaker: That he can say only after getting in touch with the State Government.

Shrimati Renu Chakravartty: They will white-wash everything. This is much more serious.

Shri Warior: As regards restoration of law and order, the situation is still not under control, and firing is still continuing in Shillong. What is Government's information? Even yesterday, there was firing. But Government has no information further to what is already stated.

Mr. Speaker: It is not a general question. It is about calling attention notices with respect to certain facts and certain incidents that happened.

Shri Warior: Those incidents are continuing.

Mr. Speaker: That is the difficulty. They might have fresh notice if it is continuing, to have it discussed, if it

[Mr. Speaker.]

is admssible. I do not promise that it will be.

Shri Warior: The Minister may make a statement.

Mr. Speaker: The question is: Why is it continuing, what are the circumstances; we are reading in the papers that it is still continuing.

Shri Nanda: I have given the information, the latest I have received. It is very bad if the things continue. Therefore it means that the State Government should do both the things, that is, try to see that the people are persuaded not to behave in that manner, and also to see that if any such situation occurs, it uses the necessary powers.

Shri Swell: Why not persuade the State Government?

Mr. Speaker: Shri Swell will now keep silent.

Shri Daji: At the outset I assure you that we share the anxiety that the incidents have continued for three days continuously. I may also impress on the Government through you that it is a border area, with Nagas and Pakistan both giving trouble. That is why the situation is likely to be more explosive. Considering this and the fact.....

Mr. Speaker: Now he can come to the question.

Shri Daji: ..... that we have responsible information that the trouble started with the misbehaviour of the police, and that the police force continues to misbehave by spitting on the face of women.....

Mr. Speaker: Order, order.

Shri Daji: We have received a telegram from a responsible M.L.A. to that effect.

Mr. Speaker: Has he any question to put?

Shri Daji: Will the Government intervene to see that both the steps which the hon. Minister stated are speedily taken by the State Government and the matter is settled?

Shri Nanda: I fully understand, realise, appreciate, the gravity of the situation, and in my answer to Shri Swell I have already stated that we will try to do whatever best we can do in the circumstances.

Shri Swell: Will you go to Shillong?

Shrimati Jyotsna Chanda (Cachar): May I know whether the Government considers that any other force or any other agency is acting behind this?

Shri Nanda: At least the information with me does not lead up to that.

Shri Bade: My name is there.

Mr. Speaker: I have not seen it.

Shri Bade: I gave notice on that very day.

Shri Swell: The Minister was going to reply to my simple question whether he will go to Shillong to use his good offices.

Mr. Speaker: As to whether he can go or not, he can meet and discuss with him.

Shri Bade's name I do not find here. (*Interruption by an hon. Lady Member*). Can I do her this favour? She can see it, if she wants. I do not find Shri Bade's name here.

Shri U. M. Trivedi (Mandsaur): He may be allowed one question.

Mr. Speaker: I will not have that departure.

Shri Sweel wants an answer to that simple question whether the Minister is going there.

Shri Nanda: The Government has to discharge its responsibility; whether through the person of the Minister or otherwise, it has to discharge it.

16·53 hrs.

MESSAGE FROM VICE-PRESIDENT DISCHARGING THE FUNCTIONS OF PRESIDENT

Mr. Speaker: I have to inform the House that I have received the following message dated the 20th February, 1964, from the Vice-President discharging the functions of the President:

> "I have received with great satisfaction the expression of thanks by the Members of the Lok Sabha for the Address I delivered to both the Houses of Parliament assembled together on the 10th February, 1964."

16·53½ hrs.

RE: MISSING I.A.F. AIRCRAFT

Shri Bade (Khargone): I want to have one information more. What has become of that plane which is missing? There are rumours that it is in Pakistan. I want to know whether they have got any information or not. We are very keen to know it.

Mr. Speaker: I will try to find out, or I will send word to the Defence Minister to find out if he has got any later information.

An hon. Member: The Deputy Minister is here.

Mr. Speaker: Has he got any information?

The Deputy Minister in the Ministry of Defence (Shri D. R. Chavan): So far it has not been traced.

16.54 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—*contd.*

Shri Alvares (Panjim): The hon. Minister for Railways has succeeded in presenting a Budget that has met with the approval of a large section of the community, but I do not think that on the performance and the prospects of the railways in future this optimism or complacency is justified. If they examine the issues more carefully from the point of view of performance or from the point of view of its financial implications or from the point of view of the vast labour complex of twelve lakhs of railway employees, I do not see any justification for the complacency that is shown there. It is only the other day that the Deputy Chairman of the Planning Commission had stated that the public sector enterprises should pay a minimum ten per cent dividend on capital-at charge. Government is investing large sums of money in public enterprises and this money should not be locked unfruitfuly and public sector enterprises should come at least to the standard of profit that the private sector enterprises are showing today. Public sector enterprises are exempt from various forms of taxation of the corporate sector. This dividend shown by the railways does not therefore justify the complacency in regard to the discharging of its financial responsibility to the general revenues. That is why, when the net income of the Railways has dropped by about Rs. 7 crores since last year, this complacency

[Shri Alvares]

as regards the finances of the railways is entirely unjustified.

As regards the problem of transportation, the story is almost the same. Railways are experiencing a boom because of the intensive development of the infra-structure of our economy. As one hon. Member pointed out, the revenues from traffic provided by the development of the infra-structure are already tapering away, and in course of time the income from this source will be reduced to a very negligible one. When perspective planning is as important as planning for today, this important factor must be taken into consideration so that the Railways do not find themselves bereft of these revenues which are essential for the purpose of maintaining their own viability. In the course of the past few years, the Railways have witnessed a steay deterioration in the income from the transport of high-rated traffic. The Committee to study coal transportation suggested by the World Bank wanted the widening of the terms of reference so that a certain amount of co-ordination between railways and other forms of transport could be brought about, and further it has been made out that the Railways should gradually transfer a sizable section of the high-rated traffic to road transport, thereby perhaps depriving the railways of this rather comparatively lucrative income. If this process continues, and if the development of the infra structure does not provide necessary revenues, it is likely that the Railways may find themselves in an alarming position. The picture that is presented today will not be justifiable entirely. It is, therefore, necessary for the Railways and the transport industry generally to take a deep look at these things,

17.00 hrs.

and to effect co-ordination here and now, whereby many of these pitfalls of the future can be avoided by a policy of Co-ordination. It is, therefore, my sugestion that Government should set up a Transport Commission, a statutory Transport Commission, in the form of an autonomous corporation so that the railways, the road transport and the waterways—all the forms of transport that they have in this country—may be run by this Transport Commission for the benefit of the country, for the purposes of cutting out inter-State competition and thereby neither affecting the development of road transport nor the expansion of rail transport industry.

Mr. Speaker: He might continue tomorrow.

17.01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Firday, the 21st February, 1964/Phalguna 2, 1885 (Saka).

GMGIPND—RS—2138 (AI) LSD—[J. C. No. 11246/63-6 4]—24-2-64—1030.